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The National Revenue Review

Vol. 13 & 14

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Vol. XIII

No. 1

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Department of National Revenue

Minister of National Revenue
THE HONOURABLE J. L. ILSLEY, K.C.
Private Secretary, MISS A. L. WICKWIRE, M.A.

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Commissioner of Excise, DAVID SIM
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The National Revenue Review

Issued Every Month by the Department of National Revenue

J. Sydney Roe, Editor

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"Carry On"

THIS issue of the REVIEW is produced as Canada girds her loins for war. That officers of National Revenue will do their duty loyally, efficiently and unselfishly under the new conditions, is assured. The former things are passing away. Fresh and added duties and responsibilities are with us all, and must be borne cheerfully and courageously. To those of us who were at headquarters (the number is dwindling) during the last war, poignant memories of 1914-18 are revived. Many left us then to return no more to familiar rooms and desks, as the roll of honour in the main hall of the Connaught Building reveals. Yet each of us must carry on and face the coming months, fearless and unafraid. Some of the former features of the REVIEW will of necessity be curtailed for the time being. Certain information of use to the press and business organizations cannot be conveyed as fully as heretofore. The *Letter Bag* will continue to provide a forum for the interchange of views and suggestions and the threshing out of departmental problems. Make use of it, and forward to the *Editor* any articles of general interest. The REVIEW is a friendly link between headquarters and the men at the loneliest outport, as well as the staffs at the large ports. And it is the aim of the *Editor* to continue to keep the flame of loyal service burning brightly.

In its issue of September 23, the *Ottawa Journal* made the following editorial reference to the REVIEW:—

"THE NATIONAL REVENUE REVIEW celebrates this week its 12th anniversary of helpful and intelligent service in the conveyance of information of the activities of the three divisions of the Department in a readable and non-technical form. Its readers will congratulate it and those who don't know of it might well make inquiries."

Helping Canada's War Effort

IT will interest members of the National Revenue service to note that Mr. Scully, Commissioner of Customs, has been appointed a member of the Foreign Exchange Control Board, and Mr. Sim, Commissioner of Excise, is on the Wartime Prices and Trade Board. Commenting editorially on these and other appointments, the *Ottawa Journal* said the Prime Minister was calling upon the best brains in the public service to help the country's war effort. "These men," said the *Journal*, "as able a group as may be found in the civil service of any country, are the chiefs of staff of the nation's economic army; giving of their time and energy freely, enlisted for the duration of the war."

Thank You, Sir

A PATRIOTIC gesture of practical help has been made by John M. Daly, Customs-Excise Cashier at the port of Montreal. He forwarded through H. D. Scully, Commissioner of Customs, a letter to the Minister of Pensions enclosing his August pension cheque, and asked that his monthly cheque might be used by the Treasury for any necessary purpose for the duration of the conflict. Mr. Daly, who is a registered veteran, in his letter stated his action was a small but sincere expression of a will to defend a ruthless challenge of ideals which he was honoured to uphold twenty-five years ago.

Changes in List of Customs-Excise Ports

Richmond Road, N.B., the name of the Customs outport now known as " Richmond Road " changed to " Woodstock Road," N.B.

Salmon River, N.S., a postal collecting station under the survey of the port of Weymouth, closed from 1st September, 1939.

Chartierville, P.Q., established as a preventive station under the survey of the port of Sherbrooke, P.Q., effective 1st May, 1939.

The Insistent Voice of Conscience

THIS is a story about Conscience Money. The still small voice of the sleepless little mentor has been less insistent since the one hundred dollar exemption clause for returning Canadian tourists was added to the Customs tariff. However, " conscience money " still comes to the Department in devious ways, the individual amounts ranging from a few cents to over a hundred dollars. Some recent cases of interest were as follows::—

Twenty-nine cents were received by the Collector at Toronto from a person in Windsor, Ontario, with no covering letter, and although the name of the remitter was on the postal note, inquiries failed to locate him. The sum was therefore finally marked " conscience money." Another small amount of 70 cents was forwarded the Department from Prescott, by a clergyman, on behalf of one whose name was not divulged, also the Department received an envelope from Victoria, B.C., containing one hundred dollars in cash but no letter. The address on the envelope was printed by hand and read " The Secretary, Customs and Excise Office, Ottawa." Another sum of one hundred dollars was received from Victoria recently, enclosed with an unsigned letter, which explained that the money was in payment of duties which the sender had evaded some years ago by smuggling goods into this country from England.

An old couple were troubled about the non-payment of duty on their horse. Many years ago when they had moved into Canada from the United States the horse had been allowed in free by the proper authorities. However, these people felt that they may have misrepresented the case to the Customs officer at that time, hence their insistence on payment of $35 which they said was owing.

In another instance a sum of money was forwarded to the Department with an unsigned letter which stated rather cryptically that " you will find enclosed ten dollars which is a remittance for money which was unduly paid." Another letter read: " Please accept the enclosed amount $14, as payment of Customs duty. The goods were brought over the border for me bv a friend, but I would rather have a clear conscience than the money. In order to be right with God, one must crucify the flesh."

From Woodstock, N.B., a letter was received signed " A Citizen," and read as follows: " Enclosed find seventeen dollars and fifty cents which I believe is due your Department. This represents the duty on some goods brought into Canada from the United States at various times.

Though this was done without any particular desire at the time to outwit the law, nevertheless the duty is a debt which is owed your Department and I am taking this opportunity of paying it."

In most cases where small sums of money are sent to the Department with no explanatory note, the payment is intended by the donor to be " conscience money," and it is so credited. However in one instance recently the sum of ten dollars was received by the Department with no clue as to its intended disposal, or to the name of the sender. Accordingly the money was earmarked as " conscience money." Later it transpired that someone had intended this as payment on income tax, and only after he had written the Income Tax Division demanding an acknowledgment, and inquiries had been made, was his mistake discovered. The adjustment, however, was quickly made.

Not Siam but Thailand

THE Consul General for Thailand in Canada has notified the Department that on June 24, 1939, by the decision of the Siamese Government and Parliament, the name of the country formerly known as Siam, was changed to Thailand. The word " Siamese " was also changed at the same time to " Thai." It was pointed out, also, that the word " Thai " can be used either as a noun such as "A Thai" instead of "A Siamese," or as an adjective as "Siamese" was used.

The name " Siam " was originally given by Chinese traders to Thailand although it had no special meaning. The dominant people in Thailand are those of the Thai race, a name meaning " The Free People." In Siamese " Thailand " is " Muang Thai," meaning " The Land of the Free," but it was decided that the English equivalent should be " Thailand." The country has therefore adopted its real name, in keeping with the traditions of the race.

Brought in by Returning Canadians

WELL over six million dollars worth of goods were brought into Canada by returning Canadians, free of duty, under the one hundred dollars exemption clause provided in the Customs Tariff, during the eight months period ending August 31, 1939. Goods brought in from all countries were valued at $6,365,830, an increase of $1,385.342 over the same period last year, while those from the United States alone were valued at $6,065,421, an increase of $1,443,890. The largest increase was in clothing which advanced by $555,083 to a total of $2,982,561 from all countries. Of this total $2,840,036 was from the United States. Furniture and household appliances was the second largest item on the list with a value of $767,147, of which $737,747 came from across the border. Then followed boots and shoes valued at $624,847, with $613.905 coming from the States, radios $538,190, the States contributing $535,790. Automobile tires and tubes brought in were valued at $101,078, and automobile accessories at $57,889. Of these amounts, values from the United States alone were $101,057 and $57,830 respectively. All other imported goods were classified as Miscellaneous Commodities, totalling in value $1,294.118, of which amount $1,179,056 was from the United States.

During the month of August, goods brought into Canada under this tariff provision totalled in value $1,341,605, as against $1,003,898 entered during August, 1938, a difference of $337,707. Goods from the United States alone for these months were valued at $1,270,340 and $904,980 respectively. Totals in detail for August, showing values brought in from all countries, with totals from the United States in brackets, were: clothing $554.273 ($520,197), furniture and household appliances $199.361 ($195,262), boots and shoes $121,214 (119,094), radios $120,515 ($120.323), automobile tires and tubes $28.573 ($28.573), automobile accessories $15,252 ($15.252), miscellaneous commodities $302,417 ($271,639).

Incoming and Outgoing Tourist Travel

HERE is a summary of incoming and outgoing tourist travel for August. United States motor cars entered for periods of from a few hours to six months, during the month of August, totalled 725,927, according to figures furnished the Department by its Collectors. Cars entered under 60-day touring permits numbered 290,497, an increase of 9,972 compared with August last year, those entered for periods up to six months 190, an increase of 88, while cars entered for periods up to 48 hours numbered 430,665, a decrease of 18,159 and those entered under travellers vehicle permits 4,575, a decrease of 1,527.

Of the total number of 60-day touring permits issued, 182,893 or about 63 per cent, were issued at Ontario ports. Quebec province issued 58,267, British Columbia 19,954, New Brunswick 18,878, Alberta 4,071, Manitoba 4,066, Saskatchewan 1,242, Nova Scotia 1,126. Quebec issued nearly one-half of the total number of travellers vehicle permits, viz., 2,007, while Ontario accounted for over two-thirds of the cars that entered for short stays of 48 hours or less, with a total of 309,062. New Brunswick was second with 86,678 and Quebec third with 21,655.

A statement covering the issuance of 60-day touring permits by ports, outports and preventive stations, during August, gives first, second and third places respectively to Windsor, Fort Erie and Niagara Falls, with totals of 49,883, 43,188 and 39,237. Lacolle, Que., was fourth with a total of 16,730, followed by Sarnia, Ont., 15,715, Lansdowne, Ont., 12,310, Phillipsburg, Que., 9,233, St. Stephen, N.B., 7,945, Pacific Highway, B.C., 7,942, Rock Island, Que., 7,843. Other points issuing substantial numbers of 60-day touring permits were: Pigeon River, Ont., 6,611, Armstrong, Que., 5,807, Sault Ste. Marie, Ont., 5,311, Douglas, B.C., 3,623, Emerson, Man., 3,021, Chief Mountain, Alta., 2,732, Trout River, Que., 2,641, Stanhope, Que., 2,415, Fort Frances, Ont., 2,406, Richmond Road, N.B., 2,394, Highwater, Que., 2,226, Comin's Mills, Que., 2,008.

Ports showing the largest number of cars entered for stays of 48 hours or less were: Fort Erie with 149,788, Niagara Falls 69,831, Windsor 62,558 and St. Stephen, N.B., 51,236.

While every State in the Union was represented, over half of the total number of automobiles crossing into Canada during August under 60-day touring permits, came from four bordering States, namely, New York with 66,105, Michigan 53,198, Ohio 20,104, Pennsylvania 17,489. Massachusetts contributed 16,292, Illinois 14,074, Washington 11,666, Vermont 11,348 and Maine 10,197. The least number of cars for any State came from Nevada, numbering 72.

The most distant countries represented by automobile tourists who entered Canada under touring permit during August were China, Switzerland and Italy, from each of which one car was entered, and the Philippine Islands from which nine cars were entered. There were in all 219 cars from 23 countries other than the United States, according to official figures. In addition to those already mentioned these included the following: Hawaii 85, Panama 34, Mexico 22, the United Kingdom 14, Cuba 12, Newfoundland 9, Puerto Rico 6, France and the British West Indies, other, 5 each, Alaska 3, Jamaica, Hayti and Venezuela, 2 each, British Honduras, Argentina, Colombia, Guatemala, Belgium, Germany, one each.

A total of 173,375 Canadian cars reported outward for touring purposes during August. This was 61,648 more than in August last year when the total stood at 111,727. The largest number for any province was 53,746, cleared through Ontario frontier points. Quebec province cleared 46,981 Canadian cars outward, British Columbia 38,383, New Brunswick 12,807, Manitoba 11,372, Saskatchewan 5,026, Alberta 5,005, Nova Scotia 55.

Ports, outports and preventive stations showing large numbers of Canadian cars cleared outward for touring purposes during August were: Niagara Falls 13,940, Lacolle, Que., 12,941, Pacific Highway, B.C., 12,011, Fort Erie 11,626, Rock Island, Que., 7,508, Windsor 7,455, Lansdowne, Ont., 7,294, Boundary Bay, B.C., 6,097, Phillipsburg, Que., 5,748, Emerson, Man., 5,339, Douglas, B.C., 4,781, Sarnia, Ont., 4,171, Trout River, Que., 3,979, Richmond Road, N.B., 3,654, Huntingdon, B.C., 3,513, Coutts, Alta., 3,038.

During the eight months' period from January 1 to August 31, 1939, the increase in the number of Canadian cars reported outward for touring purposes over the same period last year was 144,792.

Departmental Rulings

" National " Tin Can Sealers, hand-operated, manufactured by the National Pressure Cooker Company, Eau Claire, Wis., at the present time are held to be of a class or kind made in Canada and dutiable at 25 per cent ad valorem, item 427, under the Canada-United States Trade Agreement.

" Kreider " Centrifugal Dryer, manufactured by the Dellinger Manufacturing Company, Lancaster, Pa., at the present time is held to be of a class or kind not made in Canada and admissible at 10 per cent ad valorem, item 427a, under the Canada-United States Trade Agreement. Motor—Item 445g.

Steam Hydraulic High Speed Forging Presses, manufactured by the Chambersburg Engineering Company, Chambersburg, Pa., at the present time are held to be of a class or kind not made in Canada and admissible at 10 per cent ad valorem, item 427a, under the Canada-United States Trade Agreement.

" Champion " 9-inch Motor Driven Screw Cutting Lathe (bench type) and the " Champion" 10-inch Motor Driven Engine Lathe, manufactured by the Champion Blower and Forge Company, Lancaster, Pa., at the present time are held to be of a class or kind made in Canada and dutiable at 25 per cent ad valorem, item 427, under the Canada-United States Trade Agreement.

" Grant " No. 82A Belt Driven Noiseless Rivet Spinning Machine, manufactured by the Grant Manufacturing and Machine Company, Bridgeport, Conn., at the present time is held to be of a class or kind not made in Canada and admissible at 10 per cent ad valorem, item 427a, under the Canada-United States Trade Agreement.

Additional duties referred to in Memorandum D 47-T.C. 21 are to be shown on a separate line on the Customs Entry.

The reference to packaged goods in tariff items 17, 28a, 29a, 37, 38, 39, 43, 43a, 45, 63, 67, 72, 73, 74, 75, 76, 76a, 76b, 76d, 99a, 99c, 99e, 99f, 203b, 208, 208a, 209a, 210a and 584 is held to mean the gross weight of the individual package.

Empty flat bags or sacks of paper, commonly used in different stores as containers for over the counter sales of hats, shirts, neckties, shoes, confectionery, toys and other goods or wares, are rated under tariff item 193.

"Made in Canada" Rulings

LIGHTER Flints have been transferred from the category of " a class or kind *not made* in Canada " to that of " a class or kind *made in Canada,*" and, in accordance with the Government's undertaking to give " adequate notice " to parties concerned, the ruling referred to is to be effective three weeks from the date hereof, viz. August 28, 1939.

Gold Production in Canada

THE Canadian output of gold in July set up a new high monthly record at 440,065 ounces. In June the total was 436,783 ounces, while in July last year 419,685 ounces were produced. The value of the month's production was computed at $15,430,439 compared with $15,317,106 in June and $14,739,699 in July, 1938. During the seven months ended July, 2,930,510 ounces of gold were extracted compared with 2,639,755 in the same period of 1938. The July production was as follows by provinces, with figures for July, 1938, in brackets: Ontario, 260,920 (259,272) ounces; Quebec, 74,877 (71,391); British Columbia, 56,975 (57,536); Manitoba and Saskatchewan, 22,357 (20,960), Yukon and Northwest Territories, 22,703 (8,102); Nova Scotia, 2,029 (2,313).

What Welcome Visitors Think of Us

THE response on the part of United States automobile tourists to a questionnaire regarding conditions met with on their vacation in Canada is generally enthusiastic, and the following letters are typical of the many received both by the travel bureau and the Department of National Revenue.

A visitor to Ontario wrote: "I have missed but one year in the past thirty going to Canada on a fishing trip, and I shall continue to go as long as there is good fishing. It is an inspiration to visit Canada with its wholesome and orderly administration of laws."

Another who visited the province of Quebec wrote in part "We like Canada so much we will come again when time permits. The police are fine, prices reasonable, store clerks attentive, Customs officers courteous and attentive."

A party touring the lower St. Lawrence was enthusiastic: "To leave the heat, toil and noise behind and steal away to the cool, quiet reaches of the lower St. Lawrence is our idea of a restful, enjoyable summer vacation. We took a very enjoyable cruise from Montreal to the North Shore, Labrador and Newfoundland. Our visits vary from three to five weeks every other year and cost from $300 to $500, nine-tenths of which is spent in Canada. We like your country and we like you because you are 'just folks.' There is a good deal of nature in Canada and her people act 'simply natural.' Please keep it that way. You've got something there."

The Maritimes received their full share of appreciation, of which the following is an example: "I had a wonderful time travelling by motor bus from Albany, N.Y., to Tormentine, N.B. I never thought there was so much beauty in Canada until I travelled there by motor. The courtesy and friendliness extended to me was beyond all expectations."

Other excerpts, typical of the many received, were as follows:—

"Yoho Park and Moraine Lake below the famous Lake Louise, are so lovely I am amazed at how few people see these gems and beauty spots. I am keen to see more of the Jasper Road opened."

"We found the courtesy in Canada second to none. Accommodations were good, hospitality superfine, prices comparing favourably with those in the States. We think Canada is a grand place for rest, sports and pleasure. The fishing is good and the roads are much improved. Much of historic interest and of old-time quaintness is preserved."

"We have visited numerous places in Canada. Our trip through Saskatchewan and Alberta was delightful. The courtesy shown was exceptional, and the prices for work and for accommodations reasonable. We were impressed by the primitive state 150 miles north of Edmonton, also by the fine fishing and the abundance of wild berries."

"The most pleasant courtesy was extended to us throughout our entire stay by all with whom we had contact. We have very happy memories of our stay in the Maritimes and hope to repeat it again before long. We appreciated the opportunity to view the natural charm and beauty of the Maritimes without a screen of bill-board advertising."

"The accommodations are good, the Canadian people courteous, and the natural beauty of the country a masterpiece of nature. We travelled through every province, and wish to state that all the places we visited—well, the scenic beauty was such as to leave an indelible imprint upon our minds. The treatment accorded us by the Canadian people brought to my mind the familiar phrase used so generally by the people of my country when travelling in the southern states. It is the 'good old southern hospitality.' Well, the Canadian hospitality is precisely the same. Canadians are a courteous lot and always seem to do everything within their power to make the visitor's stay a pleasant one. We were most impressed by the Canadian forests, tourist camps, and the courtesy extended."

Prohibited Importations-Item 1209 (a)

THE undermentioned goods are prohibited importation, viz:—

Perfumes imported for sale bearing thereon or on the containers thereof the name or trade mark "Coty," the authographic signature "Coty" or the word "Styx."

Prohibited Exports

BY Order in Council P.C. 2735 it was ordered that until further notice licences for the export from Canada of wool, tops, rags, waste and yarn shall be withheld unless approved by the Wartime Prices and Trade Board on a recommendation of the Wool Administrator.

Accordingly, all applications to export wool, tops, rags, waste and yarn should be submitted on Foreign Exchange Control Board Form B. direct to the Department, and Collectors will release shipments for export only on receipt of a licence stamped "Approved on behalf of The Wartime Prices and Trade Board" and signed by an officer of the Department.

Domestic Exports During Eight Months

A MARKED advance was recorded in the value of Canada's domestic exports during the eight months ended August, aggregating $662,726,000 compared with $541,462,000 in the same period of 1938, a gain of 22·4 per cent. One of the features during this period was the sharp advance in the value of exports to the United States, the total being $306,465,000 compared with $183,064,000 a year ago, an increase of 67·4 per cent. Exports to the United Kingdom were also higher, totalling $214,639,000 compared with $213,463,000.

Marking of Imported Goods

REFERRING to Supplement No. 3 to Memorandum Series D No. 1, Revised 1939, adding to the list of articles required to be marked with an indication of the country of origin on importation into Canada, effective on and after the first day of November, 1939, Collectors are advised that in order that sufficient opportunity may be afforded to shippers, importers and the trade generally to effect necessary adjustments towards proper compliance with the requirements of the Order in Council, goods of the classes and kinds referred to in the Order, not hitherto required to be marked, may be admitted as heretofore until 1st January, 1940.

Notice To All Concerned

PLEASURE craft (not being vessels employed in coast fisheries or local trade) are required to report and obtain Customs Clearance at ports, outports and stations in Canada, until otherwise ordered, notwithstanding any custom or order dispensing with this requirement. Aircraft admitted for pleasure purposes are required to report inwards and outwards in the ordinary course at each port at which they touch until further advised.

Coffee and Tea Imports

IMPORTS of green coffee in July amounted to 2,729,000 pounds as against 5,248,000 in June and 3.390,000 a year ago. The quantity of tea imported was 1,437,000 pounds compared with 1,808,000 in June and 2,298,000 a year ago.

Imports of coffee in the first seven months of 1939 amounted to 29,465,000 pounds as against 27,737,000 in the same period of 1938, while the imports of tea amounted to 23,923,000 pounds compared with 21,071,000.

Canada's Imports in July

CANADA'S imports in July amounted to $58,580,050 compared with $55,822,529 in July, 1938, an increase of $2,757,521. Considerably more than half of the total imports came from the United States. Imports from the British Empire aggregated $17,149,812 compared with $16,515,667 and from other countries $41,430,238 compared with $39,306,862, an increase of $2,123,376. Imports from the United Kingdom were $10,966,825 compared with $9,746,678, an increase of $634,145, and from the United States $35,809,643 compared with $34,051,476, an increase of $1,758,167.

Tobacco Crop This Year

ALTHOUGH the total acreage planted to the various types of commercial tobacco in 1939, estimated at 89,567 acres, shows an increase of 6,422 acres or eight per cent over 1938, the total production of tobacco is expected to be somewhat lower than in 1938. A preliminary estimate as at September 1 indicates that the commercial production of all types will be approximately 94,644,000 pounds as compared with the revised estimate of 98,340,700 pounds in 1938, a decrease of about four million pounds or four per cent.

The total flue-cured crop is estimated at 69,000,000 pounds from 67,408 acres as compared with 75,145,200 pounds from 63,130 acres in 1938. The expansion in acreage is almost entirely in Quebec where 5,710 acres were planted in the Northern District this year as compared with 1,850 acres in 1938, and 360 acres were grown for the first time in the Southern district. The acreage in Ontario is practically unchanged from last season, while a slight decrease is indicated in British Columbia.

Canal Traffic in August

WITH wheat and iron ore more than double last year's tonnage, total traffic passing through Canadian and United States locks of the Sault Ste. Marie canals increased to 10,551,560 tons from 6,236,574 in August, 1938. Large increases in wheat and soft coal raised the Welland Ship canal traffic from 1,588,483 last year to 1,712,809 in August this year. Total traffic using the St. Lawrence canals increased from 1,214,526 last year to 1,284,021. The chief factors in raising the tonnage were wheat and soft coal.

Civil Servants and Military Service

THESE Orders and Regulations respecting personnel, resulting from the present War are brought to the attention of those concerned.

An Order in Council passed on September 7, 1939, P.C. 2584, is quoted hereunder.

"WHEREAS the Acting Minister of Finance reports that, in the interests of the national welfare, suitable action should be taken to provide for those members of the Public Service who, as members of the Naval, Militia or Air Forces, have been, or may be, placed on or called into active service by the Governor in Council, or who have been, or may be, called out for service by the Minister of National Defence;

Now, THEREFORE, His Excellency the Governor General in Council, on the recommendation of the Acting Minister of Finance and under the authority of the War Measures Act, Chapter 206, R.S.C., 1927, is pleased to order and it is hereby ordered as follows, with effect on and from September 1, 1939;

Notwithstanding the provisions of any Act or regulation made thereunder:—

1. Any person employed in the Public Service of Canada, as a charge to the Consolidated Revenue Fund, may be treated, subject to the approval of the head of the employing department or division of the Public Service, as being on leave of absence without pay from his civil position during the period he, as a member of the Forces, is placed on, or called into active service by the Governor in Council, or is called out for service by the Minister of National Defence.

2. If such person is a contributor to the Superannuation Fund established under the Civil Service Superannuation Act, Chapter 24, R.S.C., service as a member of the Forces, as aforesaid, shall be counted as service for the purposes of the said Superannuation Act, but the contributor shall not be obligated to

contribute for such service, or for arrears which otherwise would be payable during the period he is serving in the Forces.

3. In the event of death or permanent disablement, for which superannuation annuities are provided by the Civil Service Superannuation Act, during the period of service in the Forces as aforesaid, there may be granted, under the authority of the said Act, the same benefits as the contributor, or his dependents, would have been eligible to have been granted if death or permanent disability occurred when serving in civil capacity at civil rates of compensation.

Provided that the benefits of paragraphs 2 and 3 of this Order shall not be granted to any contributor if, in the opinion of the Minister of Finance, his conduct in the Forces has been such as to make him unworthy of consideration.

4. Any person granted leave of absence without pay under the authority of this Order shall be eligible, if and when granted an honourable discharge from active service in the forces to permit his return to his Public Service employment:

(a) *If on leave of absence from a position subject to the Civil Service Superannuation Act and which he occupies in permanent capacity*—

to return to his civil position, and such leave of absence shall not affect his seniority nor be treated as having deferred any statutory increases in compensation which he otherwise would have been eligible to have been granted.

(b) *If on leave of absence from a position which he held on a temporary certificate of the Civil Service Commission*—

to return to employment in the Civil Service in a position equivalent to that which he held at the time he became subject to the provisions of this Order, and such leave of absence shall not preclude his permanent appointment, subject to such examination as the Civil Service Commission may consider necessary, nor be treated as having deferred any statutory increases and compensation which he otherwise would have been eligible to have been granted; provided that the deputy head of the employing department may, at any time before the expiration of six months, reject for cause any person so appointed, or may extend the period of probation within which such person may be rejected for another six months.

(c) *If on leave of absence from a position held in temporary capacity other than by Civil Service Act certificate*—

subject to oral examination only, to be placed on eligible lists established under the Civil Service Act for positions or classes of positions equivalent to that occupied by him, or for any other position for which he may have qualified in a Civil Service Act competition at the time he became subject to the provisions of this Order.

Provided that the benefits of paragraph 4 of this Order shall not be extended to any person who fails, within six months from the date of his discharge, to return to the duties of his position, or to make application to the Civil Service Commission for appointment to a position.

5. No abolition of a position held by a person who is on leave of absence without pay, under the authority of this Order, shall take place until the Minister of Pensions and National Health certifies that all reasonable safeguards have been provided to protect the civil interests of such person."

Order in Council P.C. 2514, which relates to employees of the Civil Service called for military duty, reads as follows:—

Whereas the Acting Secretary of State reports that there are many persons employed in the Public Service of Canada who are members of the Naval Forces, the Militia or the Royal Canadian Air Force, as the case may be;

That, pursuant to due authority in that behalf, certain parts of the Naval Forces, the Militia and the Royal Canadian Air Force, in which are comprised many of the persons aforesaid, have been placed on or called into active service;

That there are also certain of such persons who have been called out on service by the Minister of National Defence, pursuant to Regulations made in that behalf;

That it will be necessary, in order to carry on the public service in the several departments of the government, to retain a sufficient number of experienced and qualified men for such purpose, although such persons may have been placed on or called into active service or called out for service as aforesaid;

That there are no provisions respecting the retention in the public service of Canada, should their services therein be so required, of those members of the public service placed on or called into active service or called out for service as aforesaid, and in the opinion of the Minister, it is expedient that such provision be made;

Now, Therefore, His Excellency the Governor General in Council, on the recommendation of the Acting Secretary of State, and under and by virtue of the War Measures Act, Chapter 206, Revised Statutes of Canada, 1927, and notwithstanding anything to the contrary contained in any other Act or Regulation, is pleased to make the following Regulation, and it is hereby made and established accordingly:

> Any person employed in the Public Service of Canada, who, by reason of his being a member of the Naval Forces, the Militia or the Royal Canadian Air Force, as the case may be, has been or is placed on or called into active service under the authority of the Governor in Council or has been called out for service by the Minister of National Defence, shall, if the head of the Department or Service of the Government in which he is employed is of the opinion that his services therein should be retained, be so retained for so long as his services are so required, and whilst so retained shall not be liable to serve in that part of the Forces to which he belongs.
>
> This Regulation shall be deemed to come into force and effect as, of, and from, the first day of September, 1939.

September 18, 1939.

In reference to Order in Council of the 3rd September, 1939, P.C. 2514, and Order in Council of the 7th September, 1939, P.C. 2584, respecting members of the Public Service of Canada who are called upon to serve with the Armed Forces, it will be necessary to make application for leave (*a*) at ports, through the collector, and (*b*) at headquarters, including Inspection, Investigation Drawbacks, Investigation Values, and Excise Tax Audit, through the chief of the branch in which employed. The application is to be in the form attached and the following instructions are to be complied with:—

1. In sending the employees application for leave to the Department, the Collector or branch chief must give particulars of the applicant's official duties and the extent to which the port business or other service would suffer if the application is favourably entertained and whether or not the applicant would require to be replaced. It shall also be stated whether leave is recommended or otherwise. Reasons should be given.
2. If and when authority for leave is granted, the last date the employee worked for this Department is to be supplied.
3. The date he is placed on or called into active service is to be given.
4. Name of unit, rank and regimental number (if any) therein to be furnished.
5. A certificate from the Commanding Officer or Adjutant of the unit, stating that the employee is on the strength of the unit and on active service, is to be obtained and forwarded to the Department.

The employee must understand that leave is only granted for service with the Canadian Naval, Military and Air Forces and that at the conclusion of such service he must comply fully with the provisions of Section 4 of P.C. 2584 and submit his discharge certificate, or certified copy thereof, as soon as possible thereafter.

Attendance reports are to show each day of military leave by the symbol " ML " and total for the month extended to SP-2 column.

APPLICATION TO DEPARTMENT OF NATIONAL REVENUE (CUSTOMS AND EXCISE DIVISIONS) FOR PERMISSION TO PROCEED ON ACTIVE SERVICE

I, ..., ...
(Civil Service Classification)

. . . ., at. . . . .

hereby apply for permission to proceed on Active Service with. . . . .
(Unit)

(The applicant should here state whether he is at present a member of any non-permanent Naval, Military, or Air Force Unit, and if so he should give particulars of his rank and service therein. If at the time of this application he is not a member of any unit it should be so stated).

I have read Order in Council of the 7th of September, 1939, P.C. 2584, and clearly understand the conditions under which I will proceed on Active Service, if permission is granted.

. . . .
(Place and Date) *(Signature of Applicant)*

NOTES FROM THE EXCISE DIVISION

THE SPECIAL WAR REVENUE ACT
SPECIAL WAR BUDGET

In the Budget Speech of September 12, 1939, the following commodities were placed in the list of goods *subject* to sales tax:—

SALES TAX

Meats, salted or smoked.—This includes hams, bacon, corned beef, pickled meats, etc.

Canned Fish.—It is intended to license the distributors of canned lobsters who have their labels placed on the cans, instead of the individual lobster fishermen who sell their pack to them.

Electricity, Manufactured Gas, Natural Gas.—When used in dwellings for cooking, heating or illuminating purposes.

EXCISE TAX

Carbonic Acid Gas.—A tax of two cents per pound is placed on all carbonic acid gas *or similar preparations* to be used for aerating soft drinks.

This includes all preparations for carbonizing non-alcoholic drinks, whether gas, fluids or solids.

Wines.—The tax on native wines is increased from seven and one-half cents to fifteen cents per gallon.

The tax on native champagnes and sparkling wines is increased from seventy-five cents to one dollar and fifty cents per gallon.

Collectors are requested to immediately notify by registered mail all persons or firms who are manufacturers or producers of the goods mentioned above (except small manufacturers entitled to exemption under Section 95, Subsection 2, of the Special War Revenue Act), keeping usual lists of such notification, and advise them that the taxes in question became effective on and after September 12, 1939.

Sales or Excise Tax licences are to be immediately issued where necessary.

REGULATIONS ESTABLISHED REGARDING WINERIES

The following circular, dated September 8, 1939, and signed by Mr. David Sim, Commissioner of Excise, was issued to Collectors:—

The Minister of National Revenue has established the following regulations, under authority of Section 99 of the Special War Revenue Act:—

Effective September 1, 1939, the sales tax is to be accounted for by wineries on the following basis:—

Sales to Liquor Control Boards, Liquor Commissions, Etc.—Sales tax will apply on actual selling prices, which selling prices must include the excise (gallonage) tax. Transportation charges paid to independent carrier companies for transporting the wines from the wineries to these customers are not taxable, provided the freight so paid is shown as a separate item on the sales invoices, or office copies thereof. It will be necessary, of course, that receipted freight bills be retained by the wineries for inspection by departmental officers.

Sales to Consumers or Users where like Brands and Sizes of Containers are Sold to Provincial Liquor Boards.—Where a manufacturer sells wines of the same brand and in the same sized containers to liquor control boards, he may account for sales tax on similar goods sold to consumers or users on the same basis as if the sale had been made to the provincial liquor control boards.

Sales to Consumers or Users where Similar Brands and Sizes are not Sold to Liquor Control Boards.—Where manufacturers do not sell similar brands or sizes to liquor control boards, they may account for sales tax on the basis of the sale price, which shall be the delivered price to the consumer, including the gallonage tax, less the Provincial Government tax and less a discount of 33⅓ per cent, the sales tax to apply ON the remainder and not OF it. "This discount is in lieu of all other allowances including freight, cartage, discounts and all other deductions, and is to be taken from the regular list selling price to the consumer at the point at which the sale is to be made."

No deduction is to be permitted from the values above mentioned in respect of returned empty bottles, whether these be returned from liquor control boards, through bottle exchanges, or direct from consumers.

NOTE.—Where a brand of wine is sold to a liquor control board in one size of container only, then only wines sold to consumers in like containers may be transferred for sales tax purposes at the price to the liquor control board. All wine of this brand sold to consumers in other sized packages will be subject to the discount of 33⅓ per cent.

Champagne and Sparkling Wines.—The sales tax will apply in the same manner and on the same bases as outlined for other wines above.

Sales Tax Payable at Time of Transfer to Unlicensed Wholesale Branch.—Attention is invited to Regulation No. 7 under the heading, "Computation of Tax," commencing on page 10 of the Regulations issued under authority of the Special War Revenue

Act effective January 1, 1939. Paragraph 4 of Regulation No. 7 reads as follows:—

> "Where a manufacturer or producer accounts for sales tax on the 'Wholesale Price' as hereinbefore defined, or on a value determined by the Minister, the tax shall be payable on transfer of his taxable goods from the premises of the producing factory, whether on sale, consignment or for stock in his own branch(es), and shall be paid on or before the last day of the month following the month during which the transfer was made."

Re GAS AND ELECTRICITY

Collectors of Customs and Excise, and Excise Tax Auditors have received the following instructions:—

The following information is a résumé of the more important rulings given by the Department to date in connection with the change in sales tax as it affects gas and electricity and is sent you for information and guidance. It is not intended to be complete.

It is thought that the information contained herein will enable Collectors to answer most of the inquiries directed to them instead of referring them to the Department.

The new amendment to the Special War Revenue Act defines "dwelling" as follows:—

> "'dwelling' shall include business premises where the supply of gas or electricity for both the business and the living quarters is metered through a single meter, or where a flat charge is made to cover both the business and living quarters."

1. *Minimum Charges, Monthly Service Charges, Monthly Meter Rentals.*—These charges are held to be subject to the tax.

2. Where electricity or gas is sold by the producer thereof to a second company which makes the distribution to the consumer or user, the second company is held to be liable for the tax, notwithstanding that it may not have been the original producer.

3. The Department has permitted the gas and electric companies to calculate the tax due based on a pro rata basis for the first month for the number of days elapsed since the tax was in effect, e.g., if the meter reading is taken on the 30th instant, then nineteen days of the calendar month's account would be taxable, or nineteen-thirtieths.

4. The following calculation has been suggested to a number of companies:—

Suppose the amount of the bill is $5 and subject to 10 per cent deduction if paid within the stipulated time; then,—

Bill, say..	$5.00
Tax (if the company desires to show it separately)..	.40
	$5.40
Less 10 per cent if paid within time specified..	.54
Net..	$4.86

Tax calculation 8/108ths of $4.86, or, Service $4.50, Tax 36 cents.

5. The sales tax applies on the amount the customer pays, i.e., the gross amount or the net amount according to what the company obtains; it is to be understood, however, that in the event that the company fails to collect the bill, it is liable for the payment of the tax thereon as in the case of any other sales subject to sales tax under the Special War Revenue Act; in other words, there is no allowance for the tax on bad debts.

6. Companies are permitted to show the tax as a separate item on their billing if they choose to do so and under any wording acceptable to them, so long as it is a statement of fact. Many companies have signified their intention to designate the tax as the "Dominion War Revenue Tax."

7. Where a company supplies both electricity and gas and makes a single bill for the dual charges, the accounts for the two services may be added and the tax calculated on the total if the company chooses.

8. Where a company operates slot meters for electricity or gas, the company is liable for the payment of the tax on the revenue from such meters. The fact that they are unable to collect this as a tax from the consumer or user does not discharge the company from liability in respect to the tax.

REGULATIONS ESTABLISHED

The following Order in Council, P.C. 2845, dated September 25, 1939, has been received:—

"WHEREAS the Minister of National Revenue reports that since the amendment to The Special War Revenue Act, assented to on the thirteenth of September, 1939, whereby electricity and gas when used in dwellings were removed from the miscellaneous class of goods exempted from consumption or sales tax, certain difficulties have arisen in connection with the application of the said consumption or sales tax to the said articles of consumption.

AND WHEREAS the Minister reports further that in order to provide for the efficient administration of the Special War Revenue Act in its application to the said articles, namely, electricity and gas, it is deemed necessary and advisable for the security and welfare of Canada, that Regulations as hereunder be made,—

NOW, THEREFORE His Excellency the Governor General in Council, in the exercise of the powers conferred upon the Governor in Council by section three of the War Measures Act, being Chapter 206 of the Revised Statutes of Canada, 1927, is pleased to make the following regulations and they are hereby made and established accordingly:—

Regulations

1. In these regulations, unless the context otherwise requires,—

(*a*) "Gas" means natural gas or gas manufactured from coal, calcium carbide or oil;

(*b*) "Sale price" as defined by the Special War Revenue Act shall be deemed to include rentals of meters, service charges, minimum monthly charges and any other charges made by a selling utility on account of the distribution of electricity or gas;

(*c*) "Selling utility" means any and every person, firm, corporation, municipal or governmental body, department or authority selling or distributing to the consumer or user thereof, electricity or gas, to be used for illuminating, heating, cooking or other domestic purposes in dwellings.

2. Electricity or gas shall be deemed to be goods subject to the consumption or sales tax imposed by Part XIII of The Special War Revenue Act and the said tax shall be payable by the selling utility by which the same is sold or distributed to the consumer or user, and the selling utility shall for all purposes be deemed to be the manufacturer or producer thereof.

3. It shall be lawful for the selling utility to add to its regular charge to the consumer or user and to collect from such consumer or user the amount of consumption or sales tax imposed by the provisions of the Special War Revenue Act in respect of electricity and gas and the amount so added and collected for consumption or sales tax shall not be deemed to be an increase in the rate charged for electricity or gas and such addition and collection may be made by the selling utility notwithstanding the provisions of any statute of Canada or of any province thereof or any regulation or order made pursuant thereto relating or purporting to relate to the rates to be charged by such selling utility

4. For the purposes of these regulations and of the Special War Revenue Act, electricity or gas sold or distributed during any period commencing before and ending after the eleventh day of September, 1939, and charged for in respect of such period, shall be deemed to have been sold or distributed in equal daily amounts during the said period.

5. The exemption of fuel provided for in Schedule III of the Special War Revenue Act shall not include electricity or gas used for illuminating, heating, cooking or other domestic purposes in dwellings.

6. These regulations shall be deemed to have come into force on the twelfth day of September, one thousand nine hundred and thirty-nine."

Regarding Sales Tax

In order to clarify the Department's rulings under the provisions of Section 2 of the Special War Revenue Act, the following is forwarded for your guidance:—

Subject to Sales Tax on Sale by Vendor Company: (1) Goods manufactured by a manufacturer himself; (2) Goods manufactured by others of which the vendor claims to be the manufacturer or advertises the product as his own; (3) Goods manufactured by others on which the vendor purports to hold sales or other rights such as trade marks or trade names or patent or proprietary rights.

Goods not subject to Tax on Sale by the Vendor: (1) Repackaged goods which are in themselves complete and which were not made specially for the vendor, such as boracic acid, olive oil, castor oil, tea, caustic soda, etc.; (2) Purchased, packaged goods labelled " Put up expressly for" a retailer.

Regulations Established

The Minister of National Revenue has established the following regulations under authority of Section 99 of the Special War Revenue Act:—

All applications for the issuance or renewal of manufacturers' excise tax licences, manufacturers' sales tax licences, or wholesalers' sales tax licences are to be made on Forms L-15 amended, 1936, L-15a, or L-19, as applicable, and are required to contain accurate information supplied by the applicants as to the constitution of partnerships, limited liability companies or ownerships of the businesses for which licences are sought.

In the case of application for issuance or renewal of licence by a manufacturer or producer, if the business for which licence is being applied for is a partnership, or if the applicant is caryying on business alone under a firm name, a copy of such partnership declaration or registration of such firm must accompany the application.

EXCISE DUTY COLLECTIONS

Comparative statement of Excise duty collections, in Canada, during the months of August, 1938, and August, 1939:—

August, 1939, spirits potable, $744,776; August, 1938, $676,328. August, 1939, spirits, non potable, $73.500; August, 1938, $60,418. August, 1939, validation fee, $21,079; August, 1938, $25,254. August, 1939, malt, $835,836; August, 1938, $741,466. August, 1939, beer, $19,553; August, 1938, $30,197. August, 1939; malt syrup, $15,721; August, 1938, $13,903. August, 1939, cigars, $33,755; August, 1938, $35,010. August, 1939, cigarettes, $2,908,722; August, 1938, $2,675,392. August, 1939, manufactured tobacco, $532,558; August, 1938, $460,324. August, 1939, licences, $105; August, 1938, $357. August, 1939, total, $5,185,609; August, 1938, $4,718,654.

Comparative statement of tobaccos, cigarettes and cigars entered for consumption, in Canada, during the months of August, 1938, and August, 1939:—

August, 1939, tobacco, cut, 2,244,548 pounds; August, 1938, 1,927,869 pounds. August, 1939, tobacco, plug, 306,173 pounds; August, 1938, 299,548 pounds. August, 1939, snuff, 88,305 pounds; August, 1938, 70,211 pounds. August, 1939, cigarettes, number 719,561,940; August, 1938, 668,798,289. August, 1939, cigars, number 11,336,676; August, 1938, 11,819,917.

AUGUST DOMESTIC EXPORTS

The monthly increase in the export of Canadian products which has featured Canadian trade in 1939 was maintained in August, the value being $110,000,000 as compared with $83,500,000 in the same month last year. The increase was $26,500,000.

While the export of wheat and wheat flour increased largely in volume, the value was slightly under that of a year ago but there were large increases in the sales of fish, meats, lumber, wood pulp, newsprint, automobiles, copper and non-monetary gold bullion. There were decreases in nickel, furs and cheese.

The following were the exports by principal items, with the August, 1938, figures in brackets; wheat, $5,463,955 ($5,670,536); wheat flour, $1,047,675 ($1,269,152); fish, $2,210,265 ($2,059,585); furs $803,384 ($1,287,678); meats, $2,998,899 ($2,624,781); cheese, $1,509,699 ($1,541,820); planks and boards $5,633,760 ($3,346,821); wood pulp, $2,937,169 ($2,833,241); newsprint, $10,194,899 ($9,621,715); automobiles and parts, $2,337,043 ($1,595,310); copper, partially manufactured, $4,319,576 ($4,179,784); nickel, unmanufactured, $3,485,639 ($3,967,955); non-monetary gold bullion, $33,484,570 ($13,560,608).

During the eight months ending in August Canadian exports totalled $663,000,000 compared with $541,500,000 a year ago, a gain of $121,500,000. The increase in the eight months export was accounted for by advances in wheat, fish, furs, cheese, lumber, wood pulp, newsprint, automobiles, gold bullion, copper and nickel, decreases being in wheat flour and meats.

The following were the eight-month exports by principal items, with figures for the same period of 1938 in brackets; wheat, $45,208,612 ($43,618,716); wheat flour, $8,896,804 ($11,909,248); fish, $16,559,767 ($15,761,984); furs, $11,147,161 ($10,551,853); meats, $21,903,012 ($24,771,804); cheese, $5,204,595 ($5,153,014); planks and boards, $29,967,202 ($22,759,264); wood pulp, $18,171,376 ($18,095,397); newsprint, $71,307,596 ($65,368,860); automobiles and parts, $19,624,484 ($18,703,526); copper, partially manufactured, $35,552,710 ($32,984,720); nickel, unmanufactured, $35,800,766 ($33,966,817); non-monetary gold bullion, $102,099,514 ($13,608,085).

CANADA'S TRADE IN JULY

A marked advance was recorded in the value of Canada's external trade in July, the total being $150,308,714 compared with $134,542,328 in July, 1938. A sharp advance was shown in the value of domestic exports, the aggregate being $90,797,055 compared with $66,915,722; imports were also higher, totalling $58,580,050 compared with $55,822,529. Canada's July trade was thus favourable to the extent of $33,148,614 compared with $22,897,270 a year ago. The amount of duty collected was $7,170,291 in comparison with $7,293,412 in July, 1938. Canadian external trade made a substantial advance during the first seven months of 1939, aggregating $938,650,288 compared with $886,914,210 in the seven months of 1938. The betterment was due entirely to heavier exports of domestic products, amounting to $552,784,546 in comparison with $457,992,556. Imports were valued at $379,659,369 as against $392,514,764. The balance of trade was favourable to the exent of $179,331,550 compared with $101,884,682 in the seven months of 1938. Duties collected during the seven months totalled $49,862,306 compared with $53,345,378.

NEWS AND COMMENT

OTTAWA: Alan G. W. Duncan, of the Refunds Branch at headquarters, died on September 12, 1939. Deceased entered the Customs service in 1912. In 1916 he went overseas with the C.E.F., returning in 1919. For the following ten years Mr. Duncan was attached to the Customs Statistical Branch. He was promoted to Clerk, Grade 4, and transferred to the Check Branch in 1929, receiving his promotion to Examiner of Refund Claims the following year. He was a popular and efficient member of the headquarters staff, and his passing in the prime of life is much regretted by his colleagues in the Connaught Building.

MONTREAL: Traffic handled at the Customs Air Harbour, St. Hubert, Quebec, during August last increased substantially compared with August, 1938. A total of 345 aeroplanes, inward and outward, carrying in all 2,588 passengers and 3,366 pieces of baggage, was cleared. These totals represent increases of 55 in the number of planes, 1,446 in the number of passengers and of 1,871 in pieces of baggage. Totals in detail for August this year, showing comparison with the same month a year ago, were as follows:—

Aeroplanes inward 175, increase 29, outward 170. increase 26; passengers inward 1.215, increase 683, outward 1,373, increase 763; pieces of baggage inward 1.587, increase 919, outward 1,779, increase 952; express parcels inward 174, increase 113, outward 81, increase 70; bags of mail inward 717, increase 114, weight 7.338 pounds, decrease 1,393, outward 765, increase 303, weight 7,801 pounds, increase 172.

The value of importations during August was $10,468, as against $1,894 a year ago. Tourist permits issued numbered 3 compared with 6 last year. No flights were cancelled owing to weather conditions.

NIAGARA FALLS, ONT.: While the total volume of automobile traffic handled at the port of Niagara Falls during August declined slightly compared with August last year. the number of sixty-day tourist permits issued at that port increased by 4,624 to a total of 39,248. Touring permits issued for Canadian cars outwards numbered 14,305, an increase of 3,913, while United States cars entered for stays of 48 hours or less numbered 69,831, a drop of 10,862. In all 327,264 automobiles, inward and outward, were handled during the month, while passengers numbered 1,210,865—a decrease of 815 in the number of automobiles and of 30,053 in the number of passengers. Traffic totals in detail for August this year, showing comparison with the same month a year ago, were as follows:—

United States cars inward 109,092, decrease 6,457, outward 107,247, increase 1,650; Canadian cars inward 56,478, increase 487, outward 54,457, increase 3,515; other vehicles inward 3,126, increase 370, outward 3,135, increase 343.

The usual heavy flow of automobile traffic during the Labour Day week-end, September 2-4, over the two international bridges at the port of Niagara Falls, resulted in a total of 61,170 automobiles and 689 buses, inwards and outwards, being cleared. Passengers inwards and outwards numbered 229,835. Compared with Labour Day week-end last year these totals show a decrease of about 12 per cent in the number of cars handled and of 10 per cent in the number of passengers. Totals in detail for the week-end this year were as follows: United States cars inward 20,850, outward 20,872; Canadian cars inward 10,265, outward 9,183; buses inward 346, outward 343.

In spite of the increased rate of exchange the number and value of exemptions granted to returning Canadians, September 2 to 4, slightly exceeded those for the corresponding period last year, totals for the respective periods being 986 exemptions, valued at $14,695, and 926 exemptions, valued at $13,919.

TORONTO: Packages received and entered at the Customs postal branch, Toronto, during the month of August increased by 11,650 to a total of 32,457, compared with August last year. The number of packages delivered was 30,001, an increase of 1,040, while entries numbered 2,751, increase 137. Duty collected amounted to $58,213, a decrease of $7,666. Packages received at the Customs express branch numbered 19,998, an increase of 2,650, entries 3,859, an increase of 8, while the duty collected totalled $168,862, a decrease of $11,064.

Ninety-four aeroplanes, carrying in all 98 passengers, were cleared through the Customs air harbour during August. Of these 86 were United States planes, carrying a total of 86 passengers, and 8 were Canadian with a total of 12 passengers. During August last year 47 planes, inward and outward, were cleared, while the number of passengers was 83.

MONTREAL: Gains were made at all points at the Customs express branch, Montreal, during the month of August compared with August last year. Collections increased by $2,851 to a total of $170,735, while the number of packages received increased by 3,039 to a total of 16,680 and entries by 360 to 2,769. Parcels received at the Customs postal branch numbered 22,417, a gain of 984, parcels cleared 21,958, an increase of 935, while entries numbered 1,873, a decrease of 98. Collections at the postal branch amounted to $60,486, a drop of $12,086.

JUST AMONG OURSELVES

SEPTEMBER-OCTOBER

ADDITIONS

NOVA SCOTIA

WEYMOUTH (Meteghan River): E. J. Dentremont, Sub-Collector of Customs and Excise, Limited Service Outport.

QUEBEC

LACOLLE: Paul Fortin, Stenographer, Grade 1.

ONTARIO

TORONTO: W. A. Bell, Clerk, Grade 1.

INVESTIGATION-DRAWBACKS

LONDON: H. J. Taylor, Stenographer, Grade 1.

ADMINISTRATIVE

H. D. McCoy, Office Boy; T. J. O'Grady, Office Boy; M. Ross, Stenographer, Grade 1; M. R. Whitmarsh, Stenographer, Grade 1.

DEDUCTIONS

NEW BRUNSWICK

CHATHAM: W. B. Snowball, Collector of Customs and Excise, Grade 1 Port (Registrar of Shipping) (Resigned).

EDMUNDSTON (Clair): Theo. Paillard, Sub-Collector of Customs and Excise, Limited Service Outport (Retired).

ONTARIO

TORONTO: M. K. Holyday, Stenographer, Grade 1 (Resigned); J. Stein, Stenographer, Grade 2 (Resigned).

MANITOBA

EMERSON: K. O. MacKenzie, Customs Excise Examiner (Resigned).

BRITISH COLUMBIA

VANCOUVER: C. H. Donohue, Gauger (Died).

ADMINISTRATIVE

P. E. Campbell, Stenographer, Grade 1 (Re-assigned to another Department); A. G. W. Duncan, Examiner of Refund Claims (Died).

PROMOTIONS

NOVA SCOTIA

HALIFAX: J. T. Walsh from Customs Excise Examiner to Express and Postal Computing Clerk.

NEW BRUNSWICK

EDMUNDSTON (Clair): J. P. Pelletier, from Customs Excise Examiner, Limited Service Outport to Sub-Collector of Customs and Excise, Limited Service Outport.

QUEBEC

MONTREAL: J. F. O. R. Durand, from Customs Excise Examiner to Special Exciseman, Grade 1; Frank Hayward, from Special Exciseman, Grade 2, to Special Exciseman, Grade 3; J. E. C. Hebert, from Customs Excise Examiner to Special Exciseman, Grade 1; J. A. L. Leroux, from Customs Excise Examiner to Special Exciseman, Grade 1; J. F. G. H. Pohu, from Customs Excise Examiner to Special Exciseman, Grade 1.

QUEBEC: Georges Blais, from Customs Excise Clerk to Special Exciseman, Grade 1; J. W. A. Simard, from Computing Clerk to Customs Excise Account Clerk, Grade 5 Port.

ONTARIO

TORONTO: R. G. Stevenson, from Customs Excise Examiner to Special Exciseman, Grade 1; J. Robinson, from Senior Customs Excise Clerk to Principal Clerk.

LONDON: G. W. Smyth, from Gauger to Customs Appraiser, Grade 2.

TORONTO: H. R. McComb, from Cashier and Computing Clerk to Special Exciseman, Grade 1.

SASKATCHEWAN

SASKATOON: P. T. Brecknell, from Customs Excise Clerk to Express and Postal Computing Clerk.

ADMINISTRATIVE

W. J. McCooeye, from Office Boy to Clerk, Grade 1; V. E. Packman, from Stenographer, Grade 1 to Stenographer, Grade 2

AUDIT

OTTAWA: F. Charlesworth, from Excise Tax Auditor to Excise Tax Auditor, Grade 3; C. C. Dunsmore, from Excise Tax Auditor, Grade 2, to Excise Tax Auditor, Grade 3; Bernal Ross, from Excise Tax Auditor to Excise Tax Auditor, Grade 3; Arthur Sykes, from Excise Tax Auditor, Grade 2, to Excise Tax Auditor, Grade 3.

TORONTO: H. A. Hignell, from Excise Tax Auditor, Grade 2, to Excise Tax Auditor, Grade 3; C. B. Kay, from Excise Tax Auditor, Grade 2, to Excise Tax Auditor, Grade 3; E. D. Lawrence, from Excise Tax Auditor, Grade 2, to Excise Tax Auditor, Grade 3; W. C. Shepherd, from Excise Tax Auditor, Grade 2, to Excise Tax Auditor, Grade 3.

WINNIPEG: R. L. Kergan, from Excise Tax Auditor, Grade 2, to Excise Tax Auditor, Grade 3.

VANCOUVER: B. W. M. Bone, from Excise Tax Auditor, Grade 2, to Excise Tax Auditor, Grade 3.

TRANSFERS

QUEBEC

J. P. Charbonneau, from Customs Excise Examiner, Lake Megantic, to Customs Excise Examiner, Sherbrooke (Chartierville).

J. A. Lalumiere, from Special Exciseman, Grade 3 "A," Montreal, (Berthierville), to Special Exciseman, Grade 3 "A" Montreal.

FRESH FRUITS IMPORTS AND EXPORTS

Imports of fresh fruits in July were valued at $1,496,074 compared with $1,814,753 in June and $1,431,612 in July last year. Most of these fresh fruits came from the United States. Exports of Canadian fruit advanced in July to $248,199 from $14,020 in June and $134,175 a year ago. Strawberries were worth $200,495, frozen blueberries $3,117 and apples $513.

PRODUCTION OF NICKEL

Canada produced 19,648,013 pounds of nickel in July, compared with 20,103,880 in the previous month and 17,429,616 in July, 1938. During the seven months ending July the output totalled 129,962,767 pounds compared with 126,584,357 in the same period of 1938.

INCOME TAX COLLECTIONS BY DISTRICTS

Comparative statement of net collections by districts received during the months of April to September inclusive, of the fiscal years 1938-39 and 1939-40. (Decrease marked*.)

Districts	1938-39	1939-40	Increase or Decrease
	$ cts.	$ cts.	$ cts.
Charlottetown	369,775 76	427,763 10	57,987 34
Halifax.......	2,005,186 42	1,525,219 63	* 479,966 79
Saint John....	1,397,970 04	1,099,527 77	* 298,442 27
Quebec	1,380,530 94	1,369,582 41	* 10,948 53
Montreal......	30,938,590 03	29,350,076 44	* 1,588,513 59
Ottawa	6,215,521 65	5,811,100 61	* 404,421 04
Kingston	254,966 27	297,465 82	42,499 55
Belleville.....	553,764 01	484,899 98	* 68,864 03
Toronto......	41,410,921 11	37,594,252 16	* 3,816,668 95
Hamilton....	7,427,784 19	6,767,745 69	* 660,038 50
London	10,401,632 00	9,283,337 84	* 1,118,294 16
Fort William..	439,708 41	356,633 17	* 83,075 24
Winnipeg......	3,368,806 37	3,032,247 27	* 336,559 10
Regina........	271,246 77	281,849 42	10,602 65
Saskatoon.....	144,534 68	146,953 05	2,418 37
Calgary.......	1,342,327 25	1,605,389 31	263,062 06
Edmonton....	475,784 48	515,476 61	39,692 13
Vancouver....	8,998,138 31	6,995,767 84	* 2,002,370 47
Yukon........	44,022 98	81,535 10	37,512 12
Total.....	117,441,211 67	107,026,823 22	*10,414,388 45

COMPARATIVE STATEMENT OF CUSTOMS AND EXCISE REVENUE RECEIVED DURING THE MONTH OF SEPTEMBER, 1938 AND 1939,

—	1938	1939	Increase	Decrease
	$ c.	$ c.	$ c.	$ c.
Customs Duties	7,702,866 32	11,066,385 89		
Less Refunds and Drawbacks	806,434 36	802,463 78		
Net	6,896,431 96	10,263,922 11	3,367,490 15	
Excise Taxes	13,636,924 68	12,368,183 14		
Less Refunds and Drawbacks	345,442 73	268,342 45		
Net	13,291,481 95	12,099,840 69		1,191,641 26
Excise Duties	4,547,608 40	6,707,592 23		
Less Refunds and Drawbacks	26,583 67	35,672 29		
Net	4,521,024 73	6,671,919 94	2,150,895 21	
Sundry Collections	58,165 45	45,310 87		
Less Refunds		16 27		
Net	58,165 45	45,294 60		12,870 85
Net Totals	24,767,104 09	29,080,977 34	5,518,385 36	1,204,512 11
Net Increase			4,313,873 25	

TOTALS FOR SIX MONTHS

—	1938-39	1939-40	Increase	Decrease
	$ c.	$ c.	$ c.	$ c.
Customs Duties	45,549,640 53	48,512,964 41		
Less Refunds and Drawbacks	4,976,204 25	4,933,839 61		
Net	40,573,436 28	43,579,124 80	3,005,688 52	
Excise Taxes	79,467,769 72	69,195,883 80		
Less Refunds and Drawbacks	1,800,624 32	1,902,782 24		
Net	77,667,145 40	67,293,101 56		10,374,043 84
Excise Duties	27,377,489 11	30,007,537 40		
Less Refunds and Drawbacks	287,998 59	278,413 28		
Net	27,089,490 52	29,729,124 12	2,639,633 60	
Sundry Collections	361,790 56	284,252 20		
Less Refunds	175 39	17 77		
Net	361,615 17	284,234 43		77,380 74
Net Totals	145,691,687 37	140,885,584 91	5,645,322 12	10,451,424 58
Net Decrease				4,806,102 46

COMPARATIVE STATEMENT OF INCOME TAX REVENUE RECEIVED DURING THE MONTH OF SEPTEMBER, 1938 AND SEPTEMBER, 1939

—	September 1938	September 1939	Increase	Decrease
	$ c.	$ c.	$ c.	$ c.
Net Collections	5,890,328 18	4,902,474 53		987,853 65

TOTALS FOR SIX MONTHS

—	1938-39	1939-40	Increase	Decrease
	$ c.	$ c.	$ c.	$ c.
Net Collections	117,441,211 67	107,026,823 22		10,414,388 45

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The National Revenue Review

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November, 1939

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Department of National Revenue

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J. Sydney Roe, Editor

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A Story From the Border

W. G. STAMP, Collector at Fort Erie, contributes to the Review the following story in connection with the tourist traffic at that port.

Arriving at the Customs inspection platform at the Peace Bridge, a tall, slender young man driving an automobile bearing licence plates of one of the Southern States, informed our officer that he wanted to go to "Canady." Upon being advised that he had arrived, he produced a crumpled scrap of paper and tendered it to the officer who read aloud from it the name of a small town located in the tobacco-growing district of this province. The young man's face brightened upon hearing the name and, indicating with a nod of his head the figure of a little old lady in the seat beside him, he informed the officer that he and his "maw" were going to visit their kinsfolk who were curing tobacco at that place. The little old lady in turn nodded toward the young man, saying "Absolom, he's my boy."

The officer then inquired about their baggage, and his attention was directed to a burlap bag in the rear of the car, which, the young man stated, contained their "wearing utensils." In addition to wearing apparel the bag contained a package of four pounds of tobacco. The young visitor was informed that Customs regulations permitted him to bring in not more than two pounds for his own use and that the excess amount would have to be detained. The young man appeared to concentrate for a moment and then in his soft, drawling voice, explained that half the tobacco was for him and half for his mother. Evidently interpreting the expression on the officer's face as one of doubt or disbelief, the sharp-eyed hillman suggested to his mother that she "give up her Missouri meerschaum." Whereupon the little old lady reached into a pocket of her black dress and brought forth a corncob pipe; from another pocket she produced tobacco and matches. Expertly tamping tobacco into the bowl of the pipe, she struck a match on the sole of her shoe, transferred the flame to the bowl of her pipe and exhaled several clouds of smoke; after which she sat and contentedly puffed on the pipe.

The officer, after expressing regret at any inconvenience or delay he may have caused, informed the tourists that they were entitled to the tobacco, the demonstration having been entirely convincing as to its being for their personal use, and gave directions as to the best route they should travel to reach their destination. The little old lady removed the pipe from her mouth and said: "Thanks, sonny, come down and see us some time."

At a Border Port in Wartime

(This article was written for the REVIEW by G. C. Gardner, Collector of Customs and Excise, Niagara Falls, Ontario.)

THE outbreak of war and the decline of the Canadian dollar has resulted in a noticeable reduction in the total volume of automobile traffic at the port of Niagara Falls during the month of September. The decline is approximately 12½ per cent in the number of automobiles reporting inward and outward, and approximately 24 per cent in the number of passengers travelling to and from Canada. Comparative figures for the month of September, 1938 and 1939, are as follows:—

1938, Canadian automobiles inward 44.324, outward 39,513; 1939, Canadian automobiles inward 35,318, outward 34,182; 1938, American automobiles inward 84,461, outward 75,289; 1939, American automobiles inward 71,685, outward 71,379; 1938, other vehicles inward 2,696, outward 2,724; 1939, other vehicles inward 2,551, outward 2,578; 1938, passengers inward 526,151, outward 526,846; 1939, passengers inward 397,832, outward 404,318; 1938, total automobiles inward and outward 243,587; 1939, 212,564; 1938, total other vehicles inward and outward 5,420; 1939, total other vehicles inward and outward 5,129; 1938, total passengers inward and outward 1,052,997; 1939, 802,150.

Weekend traffic continues to be quite heavy but travel during the week has been well below normal. The recent regulations of the Foreign Exchange Control Board have added considerably to the duties of all officers stationed at the port in the required questioning of each person entering or leaving Canada as to the amount of currency, securities and foreign exchange they may have in their possession, the preparation of the necessary forms connected therewith, as well as those related to all importations and exportations of goods and merchandise, and the close scrutiny of exportations of prohibited articles. The questioning of passengers arriving or departing from Canada naturally applies to all persons travelling by railway, and has required the service of additional officers to accompany these trains from either Toronto or Hamilton to complete the work and avoid delay to train schedules. This has resulted in the cancellation of all statutory leave in order to provide the additional help required.

The enforcement of the Foreign Exchange Control Board regulations appears to be accepted in good spirit by the travelling public, and without exception they have shown a willingness to co-operate in complying with such regulations. In many instances they remark that the precautions taken on the part of the Government are most logical and sensible.

This phase of the work has brought out some amusing incidents as the result of the officers questioning persons arriving or departing, as follows: " Have you any currency, securities or foreign exchange—if so, how much?" In many cases the traveller states "No, I have none." Upon the officer remarking " Surely you must have some money with you," the reply is " Oh, yes, I have money with me. I didn't know what you meant." Another example is the case of a teen age boy taking his best girl to the theatre in Niagara Falls, N.Y. Upon being questioned as to how much money he had with him, in order to avoid the embarrassment of revealing his financial status in the presence of his girl friend, whispered to the officer " seventy-five cents."

Changes in List of Customs-Excise Ports

GRAVENHURST, ONT., a Preventive Station and Manifesting Station under the survey of the Port of Orillia, Ontario, closed from the 1st November, 1939.

Port Burwell, P.Q., a port and warehousing port closed from the 1st September, 1939.

Hull, P.Q., it should be noted that express shipments are not to be manifested on this port, but on Ottawa, Ontario.

Port Maitland, Ont., an outport and warehousing port under the survey of the port of Hamilton, Ontario, closed, effective the 1st October, 1939.

Death Lurks in the Bottle

RETAILERS of methyl alcohol, familiarly known as wood alcohol, are warned by a recent police court prosecution at St. Jerome, P.Q., that the Department of National Revenue is enforcing strictly the regulations governing the sale of that commodity, especially that which requires that all bottles or containers in which it is sold must have affixed thereto the required poison label, including skull and crossbones in red.

This prosecution followed upon the death at Bord à Plouffe, P.Q., of two transients from the effects of drinking wood alcohol. Investigations made subsequently by the R.C.M. Police revealed that a hardware firm at St. Eustache was in the habit of selling methyl alcohol in unlabelled bottles.

In the public interest, therefore, and in order that retailers might be reminded that they must not expose people to the danger of consuming, even accidentally, a poisonous product by selling methyl alcohol in unlabelled or improperly labelled containers, a charge was laid against the hardware firm, who, having pleaded guilty, were sentenced by the Magistrate to a fine of $100 and costs or three months' imprisonment.

War and Tourist Travel

SEPTEMBER being the first month of war, it is interesting to note the effect on tourist travel into Canada. According to figures furnished the Department by its Collectors, a total of 472.887 United States automobiles crossed into Canada during the month of September for stays of from a few hours to six months. Of these, over sixty-two per cent entered through Ontario ports. Cars entered for periods not exceeding 48 hours numbered 299,863, not exceeding 60 days, 169.671, over 60 days, but not exceeding 6 months, 74, cars inwards other than touring, 3.279. During September, 1938, United States cars entered totalled 497,427, showing a decrease for September this year of 24,540.

Of the total number of 60-day touring permits issued in September, Ontario accounted for 105.461. Quebec, 37.095, British Columbia, 13,414, New Brunswick, 9,149, Manitoba, 2,080, Alberta. 1,329, Saskatchewan, 967, Nova Scotia, 176. The largest number of travellers' vehicle permits was issued in Quebec, numbering 1,631, with New Brunswick second with 513, British Columbia third with 474 and Ontario fourth with 320. Ontario was first in the number of cars entered for stays of 48 hours or less with a total of 189,253 and New Brunswick second with 77,858.

A statement of 60-day touring permits issued, according to ports, outports and preventive stations, gives first, second and third place to Windsor, Fort Erie and Niagara Falls with totals of 31.470. 27,545 and 22.649, respectively. These were followed in order by Lacolle, Que., with a total of 9,101, Sarnia, Ont., with 8,629, Phillipsburg, Que., 7,338, Landsdowne, Ont., 6.104. Other points issuing large numbers of 60-day touring permits in September were: Pacific Highway, B.C., 5,471, Rock Island, Que., 4,793, St. Stephen, N.B., 2,874, Pigeon River, Ont., 2.422, Douglas, B.C., 2,322, Armstrong, Que., 2,130, Stanhope, Que., 2,045.

Ports entering the largest number of cars for stays of 48 hours or less were: Fort Erie with a total of 74.198, Niagara Falls, 49,010, Windsor, 47,445 and St. Stephen, N.B., 44,906.

Every state in the Union was represented, the largest number of cars to enter under 60-day touring permits coming from New York State, totalling 41,656, and the smallest number from Nevada, totalling 44. From the border states of Michigan, 34,677 cars entered under 60-day permits, from Ohio, 10,196, Vermont, 10,110, Washington, 10,093, Massachusetts, 9,159, Maine, 8.166, and Pennsylvania, 7.848. States farthest south were represented as follows: Florida, 732, Alabama, 97, Mississippi, 63, Louisiana, 113, Texas, 464.

Canadian cars reported outward for touring purposes during September numbered 111,519, made up of 74,834 for periods of 48 hours or less, and 36,685 for periods over 48 hours. This was 19,437 more than the total for September last year, when 92,082 cars were cleared outward. A classification by provinces shows Ontario in first place with a total of 33,066 Canadian cars outward, Quebec second with 31,160 and British Columbia third with 20,602. Totals for the other provinces were: New Brunswick, 10,074, Manitoba, 8,684, Saskatchewan, 4,284, Alberta, 3,638, Nova Scotia, 11, Prince Edward Island, nil.

Frontier points showing the largest number of Canadian cars reported outward for touring purposes during September were as follows: Niagara Falls, 8,375, Fort Erie, 8,008, Lacolle, Que., 6,423, Pacific Highway, B.C., 5,844, Windsor, 5,019, Rock Island, Que., 4,889, Abercorn, Que., 4,573, Emerson, Man. 4,106, Landsdowne, Ont., 3,844, Phillipsburg, Que., 3,121, Coutts, Alta., 2,757, Woodstock Road, N.B., 2,706, Trout River, Que., 2,557, Andover, N.B., 2,450, Douglas, B.C., 2,116, Huntingdon, B.C., 2,116.

During the nine months period from January 1 to September 30, 1939, the increase in the number of Canadian cars reported outward for touring purposes, compared with the same period last year, was 164,229.

Amongst the 185 automobiles entered during September under 60-day touring permits from countries other than the United States, several were from distant lands such as Czecho-Slovakia, Straits Settlements and Switzerland, each of which was represented by one car, while the Philippine Islands were represented by 4 cars and Hawaii by 55. There were nineteen countries in all represented, according to official figures, including, in addition to those already mentioned, Mexico, represented by 28 cars, Cuba by 22, Panama, 21, the United Kingdom, 18, Alaska, 12, Newfoundland, 7, British West Indies, other, 4, France, 3, Belgium and Netherlands 2 each, Colombia, San Domingo, American Virgin Islands and Venezuela, one each.

Tourist Travel to National Parks

WITH returns for the entire tourist season still to be received it is apparent that the National Parks of Canada are maintaining their reputation as magnets for tourist travel. Notable increases in the number of visitors have been registered in several parks, and the total attendance for the five-month period ended August 31 shows a gain of six per cent over the corresponding period last year. In the face of counter attractions offered by two world's fairs, the volume of visitors from the United States has been exceptionally high.

Travel to the National Parks in Alberta was more than 48,000 or 18 per cent in excess of the 1938 figures, with new records set in Buffalo, Jasper, and Waterton Lakes Parks. The movement to Waterton Lakes National Park, which adjoins Glacier National Park in Montana, reached a new all time high with 97,226 visitors. This figure, which is 21,974 higher than for 1938, may be attributed largely to the facilities for entry provided by the Chief Mountain International Highway, a dustless route linking the adjacent park areas.

The increasing popularity of Jasper National Park is evidenced by a tourist total of 18,475. Registrations at the eastern gateway of Banff National Park totalling 128,448, were the highest in several years. An exceptionally large number of visitors in the early summer accounted for an increase of over 125 per cent at Buffalo National Park, where the attendance was 17,000. The only decline noted was at Elk Island National Park where a park entrance fee was inaugurated this year.

Travel to Kootenay and Yoho National Parks in British Columbia, which adjoin Banff Park, also reflected the popularity of the Rocky Mountain playgrounds. The number of visitors to Kootenay was up twenty per cent, and in Yoho Park the increase was approximately sixteen per cent.

Riding Mountain National Park in Manitoba experienced the heaviest tourist traffic since its establishment in 1929, when the five-month total reached 109,727. Its easy accessibility by highway from the principal centres of population, and its facilities for outdoor life and recreation have been largely responsible for the continued patronage. Adverse weather conditions brought about a decrease of about six per cent in the movement to Prince Albert National Park, Saskatchewan, but the total of 26,053 is still in excess of the 1937 attendance.

The newest links in Canada's chain of National playgrounds—Cape Breton Highlands National Park in Nova Scotia, and Prince Edward Island National Park—are rapidly becoming known as delightful tourist resorts, and an increased number of vacationists were reported at both areas. Visitors to Cape Breton Park were nearly 3,000 greater than during the 1938 season, and at Prince Edward Island National Park, where the new Green Gables golf course was recently opened, the total for the five-month period was estimated at 33,000.

The Smuggling Bees

WHO ever heard of the busy bee being taught to smuggle? One would imagine he simply had no time off in which to learn this nefarious business. However, a story has come to the *Editor* relating how a bee-keeper of Mexico, whose honey was kept out of a neighbouring state by a high rate of duty, decided to cross over without his honey, taking his bees, which were duty free, with him. Establishing his colony, queen and all, conveniently near the border, he returned to his native land and exposed his honey pots, open, in a secluded spot on his own side of the line, opposite his colony. The bees took the hint—Customs or no Customs, they sallied forth across the line, at first singly, then in gradually increasing numbers, straight for the honey stores. Filling their sacks, every bee for himself, they rose up, this horde of flying buccaneers, and zoomed back across the border with their load of contraband.

The story does not mention the time required to complete the raid, or how many trips across the invisible line were required by the winged marauders, but the *Editor* is informed that not a bee was intercepted nor was a seizure made.

Sugar

SUGAR is a commodity much in the public mind in these war days. Readers of the REVIEW may be interested to know that this country imports over twenty million dollars worth of sugar and its products each year, nearly all of which comes from British Empire countries—the British West Indies, Australia, Fiji Islands and British Guiana. The sugar is refined in Canada by an industry which received a great impetus during the years of the World War. A large proportion of this sugar comes from the sugar cane, although there is a growing utilization of the beet sugar production. During the past fiscal year Canada's sugar imports totalled approximately 9,557,504 cwt., valued at $20,281,515. The largest imports by countries were as follows: British Guiana 2,893,347 cwt., valued at $5,275,782; Jamaica 2,014,654 cwt., valued at $3.704,748; Fiji Islands 1,192,859 cwt., valued at $2,159,726; Australia 1,040,477 cwt., valued at $1,793,162; Trinidad and Tobago 976,629 cwt., valued at $1,846,234; other British West Indies 665,503 cwt., valued at $1,299,287; Barbados 396,025 cwt., valued at $725,996.

India and Arabia were the only known sugar producing countries of the ancient world. Early classical writers referred to sugar as Indian salt or "honey contained in the reed." The cane was later carried into Egypt and China, and the enterprising Egyptians soon taught the world how to refine sugar through the use of ashes. A later development in refining consisted in dissolving the raw sugar in limewater and adding the blood of bullocks. The blood coagulated and drew out the impurities. To-day animal charcoal is used in the refining process. It is interesting to note that India for many years refused to use sugar refined in this way because of religious beliefs.

Sugar was at first used only as a medicine, not as a food. This was particularly true of Egypt, the Egyptians for centuries being considered the cleverest physicians. Even to-day there is a Spanish saying " like an apothecary without sugar." The Moors introduced the sugar cane into Spain, where it was cultivated as early as the eighth century.

The desire for sugar grew slowly but steadily. The Venetians sent a shipment to London in 1319 in exchange for wool, but it remained a rare luxury. That famous Venetian, Marco Polo, who lived at this time, in his writings mentions the wonderful sweet that he had found. In the fifteenth century Venice began making loaf sugar, which sold at a very high price. As late as 1842 there is a record of sugar selling for as much as $2.50 a pound. The demand for this new luxury greatly stimulated the search for a new route to the Indies. By 1494 the Spanish and Portuguese had planted sugar cane in San Domingo, and at the beginning of the sixteenth century it had been introduced all through the West Indies and South America.

Canadians consume yearly about one hundred pounds of sugar per capita in various forms.

Marking of Imported Goods

REFERRING to Supplement No. 3, to Memorandum Series D No. 1, Revised 1939, you are advised that paragraphs (*a*) and (*b*) of the regulations under Section 33, relative to the marking of sheets, pillow cases, etc., are hereby superseded and the following are substituted therefor:

(*a*) The indication of the country of origin must be effected by means of a printed or woven label attached to each article by adhesive or by sewing or by printing or rubber stamping on each article; provided such marking otherwise complies with the requirements as to legibility and location.

(*b*) In cases where these classes of goods are imported in a banded, boxed, wrapped or otherwise packaged condition, and where they are to be sold at retail from or in the package in which imported, marking may be effected on the band, box, wrapper or other package if the marking is such as will be readily seen by the buying public.

The following additional regulation is added under Section 32, relative to articles wholly of porcelain for electrical use:

(*b*) Articles of porcelain made for the purpose of being united with other materials so as to form a composite article, as well as small porcelain beads used by electricians, may be marked on the first covering or container in which imported.

The following additional regulation is added under Section 36, relative to the marking of surgical and laboratory glassware:

(*b*) Ampoules, vials, microscope slides and other articles of glass for the same general purpose, so small in size as to be incapable of being marked on the articles themselves, may be marked on the first or immediate covering or container in which imported.

Departmental Rulings

"CHESTER" Vitamizer, a small combination motor-driven mixer, liquefier and emulsifier, manufactured by Chester Vitamizer Inc., Seattle, Wash., at the present time is held to be of a class or kind made in Canada and dutiable at 25 per cent ad valorem, item 427, under the Canada-United States Trade Agreement.

"Porter-Cable" Rotary Edger, Type E 17, operated by a built-in electric motor, manufactured by the Porter-Cable Machine Company, Syracuse, N.Y., at the present time is held to be of a class or kind not made in Canada and admissible at 10 per cent ad valorem, item 427a, under the Canada-United States Trade Agreement.

"Victor-Acme" Rotary Positive Blowers, Types AF and AFS, manufactured by the Roots Connersville Blower Corporation, Connersville, Indiana, at the present time are held to be of a class or kind not made in Canada and admissible at 10 per cent ad valorem, item 427a, under the Canada-United States Trade Agreement. Motor—item 445g.

"Laidlaw" Metal Cutting Band Saw with hydraulic feed, Type JM, manufactured by William Laidlaw Inc., Belmont, N.Y., at the present time is held to be of a class or kind not made in Canada and admissible at 10 per cent ad valorem, item 427a, under the Canada-United States Trade Agreement. Saw blades for use with the above-mentioned Band Saw for cutting aluminum and other soft metals—item 431b.

Right Hand Veneer Hog, Model No. 30, for shredding veneer waste, manufactured by Messrs. Mitts & Merrill, Saginaw, Mich., at the present time is held to be of a class or kind not made in Canada and admissible at 10 per cent ad valorem, item 427a, under the Canada-United States Trade Agreement. Motor—item 445g.

Single Spindle Horizontal Deep Hole Drilling Machine, manufactured by the W. F. and John Barnes Co., Rockford, Ill., at the present time is held to be of a class or kind not made in Canada and admissible at 10 per cent ad valorem, item 427a, under the Canada-United States Trade Agreement. Motor—item 445g.

Tuna Fish Cutter, designed for cutting tuna fish into suitable sizes to be placed in containers, manufactured by the Standard Steel Corporation, Los Angeles, Calif., at the present time is held to be of a class or kind not made in Canada and admissible at 10 per cent ad valorem, item 427a, under the Canada-United States Trade Agreement. Motor—item 445g.

Effective 29th July, 1939, "Dryer Felts" for paper making machines, not being endless in condition as imported, are dutiable "according to material."

Printed or lithographed box tops or wraps of paper are classified as follows,—

(*a*) when consisting of pictures without printed reading matter other than that describing the pictures only and an indication of the country of origin . . . under tariff item 180.
(*b*) when consisting of pictures and printed reading matter other than that describing the pictures only and an indication of the country of origin . . . under tariff item 181.
(*c*) when consisting of printed reading matter apart from an indication of the country of origin, but without pictures .. . . under tariff item 181.

Re text and reference books, and books for bona fide libraries, as covered by the first and third parts of tariff item 173:—

Text and Reference Books.—The fact that imported books are included in the curriculum of a university, college or school in Canada for use as text books or as works of reference (not including dictionaries) shall be established by the importer at the time of entry, or when making application for refund, by submitting, for examination, a copy of the curriculum of the institution in which such books are listed as text books or as works of reference, or, in the event of there being no printed curriculum, by furnishing a certificate, in duplicate, from a responsible official of the university, college or school, in the following form:—

"I hereby certify that the books listed by titles hereunder are on the list of books included and used as text books or as works of reference in the curriculum of.....................
Name of university,
..............................and are not dictionaries.
college or school

....
Name and title of official

Dated at......................
........................19...."

Books for Bona Fide Libraries.—A certificate, in duplicate, in the following form, signed by the importer, or by the proper library official, shall be furnished at the time of entry or when making application for refund:—

"The books listed by the titles hereunder are to be placed in and form part of the ....library, located at................................, and are the property of the organized authorities of such library and not the property of individuals or business concerns.

....
Importer, librarian or other library official delegated by the librarian.

Dated at......................
..............................19...."

Prohibited Exports

BY Order in Council P.C. 2906 it was ordered that until further notice licences for the export from Canada of Fibre Flax Seed shall be withheld unless recommended by the Agricultural Supplies Committee.

The Agricultural Supplies Committee has been established as the sole agency in Canada for the export of fibre flax seed, and the Collectors and transportation companies are instructed that no fibre flax seed is to be accepted for shipment or released for export unless accompanied by Foreign Exchange Control Board Form B signed by the Committee.

Excise Duty Collections

COMPARATIVE statement of Excise duty collections, in Canada, during the months of September, 1938, and September, 1939:—

September, 1939, spirits potable, $1,992,376; September, 1938, $870,340. September, 1939, spirits, non potable, $137,866; September, 1938, $72,545. September, 1939, validation fee, $44,426; September, 1938, $36,510. September, 1939, malt, $925,890; September, 1938, $624,436. September, 1939, beer, $26,130; September, 1938, $19,968. September, 1939, malt syrup, $13,691; September, 1938, $11,611. September, 1939, cigars, $36,486; September, 1938, $32,023. September, 1939, cigarettes, $3,059,430; September, 1938, $2,498,341. September, 1939, manufactured tobacco, $570,492; September, 1938, $443,477. September, 1939, licences, $54; September, 1938, $105. September, 1939, total, $6,806,844; September, 1938, $4,609,359.

Comparative statement of tobaccos, cigarettes and cigars entered for consumption, in Canada, during the months of September, 1938, and September, 1939:—

September, 1939, tobacco, cut, 2,001,905 pounds; September, 1938, 1,867,638 pounds. September, 1939, tobacco, plug, 282,910 pounds; September, 1938, 275,542 pounds. September, 1939, snuff, 84,006 pounds; September, 1938, 75,022 pounds. September, 1939, cigarettes, number 584,757,839; September, 1938, 624,562,180. September, 1939, cigars, number 11,742,065; September, 1938, 10,821,977.

A Glimpse of the Records Branch

A daily average of one thousand and sixty-three letters was handled by the Records Branch (Customs-Excise) at headquarters during the first nine months of this calendar year. The total number of letters received was 100,173, made up of Customs 73,436, Excise 26,737, a daily average of 445. Outgoing letters numbered 139,000, made up of Customs 115,200, Excise 23,800, a daily average of 618. During 1937 the daily average for incoming mail was 435 letters, outgoing 539.

The amount of mail handled in September increased substantially, and this dealt largely with unfamiliar subjects such as the Foreign Exchange Control Board regulations, permits to export goods listed as prohibited, clearance of vessels, censorship of alien political propaganda and other books and magazines, treatment of enemy goods, and direct shipments. These are still very live questions and with the return of the normal flow of regular correspondence, which was temporarily interrupted, it is expected that the volume of correspondence will be very heavy.

Recently a new filing system was established in the Records Branch. By this new method letters are indexed on cards instead of in ledgers as formerly. These cards, measuring eight by five inches, are filed in steel cabints, each cabinet holding up to 45,000 cards which are readily accessible to the index clerk who can obtain complete information in a fraction of the time formerly required. Also to simplify further the work of the branch, the file numbering is being changed so that each subject filed will have a permanent number of four figures.

When it is necessary to draw back numbers on any subject they will be found in one section of the file room, possibly in one drawer. Formerly as many as ten files on a given subject were required at times. It was then necessary to look up the numbers in the index, list ten six-figure numbers, look into as many drawers, possibly in three rooms all on different floors.

By the old numerical system, when a file became full it was closed and a new file opened with an entirely different number bearing no relation to its predecessor. This was a decided handicap because anyone having familiarized himself with the number of a certain subject was at a loss for some time after the change to the new file was made.

Eventually, under the new system, the file room attached to the Records Branch will contain all current files and back numbers for the past seven years. Under the old system this was not possible and the comparatively inactive but still live files had to be relegated to the basement with the closed files.

To sum up: Under the present system, on a single card is recorded the name and address of the correspondent, the incoming date, the file number and a précis of contents. The letter is then forwarded to the proper officer or branch for reply. On receipt of the reply a record of outgoing date is made on the above mentioned card. In this way a complete record with each correspondent is kept in one place.

R. C. Smith is Chief of the Records Branch.

The volume of work covered by the Excise Tax Audit and Collection Records at headquarters is shown by an incoming mail-sack averaging 650 communications each day and outgoing communications averaging 600 a day. Active files number approximately 18,000, semi-active files 42,000, inactive files 60,000. All files are kept under individual or firm names. The staff, including messenger service, numbers 17.

In the Days of the Pioneers

TRANSPORTING passengers and cargo from England to trading posts and outlying settlements in Prince Rupert's Land, North America, in the pioneering days was real adventure. The crossing took anywhere from a little over two weeks to almost two months.

The *Editor* found an interesting description recently of a small trading ship, the *Prince Rupert,* which carried supplies to York Factory on Hudson's Bay in the eighteen sixties. She was barque-rigged and of almost five hundred tons burden, and although many ships at that time carried auxiliary engines, she depended on sails alone. There was a raised poop on the little vessel which contained the officers' quarters and a forecastle where the boatswain and carpenter bunked. In the "half deck" immediately in front of the poop berths were provided for the second mate, a midshipman and passengers, while quarters were provided for crew and a number of passengers in the steerage forward. The cook's galley was a little deck house before the mainmast. Twenty men, mostly English, made up the actual crew which was ample for sailing in home waters, but for the Atlantic crossing and navigation in Hudson's Bay, the steerage passengers were compelled to assist on deck. In fact, even the new employees of the Hudson's Bay Company had, before sailing, signed a contract agreeing amongst many other things to work their passage when proceeding to and from their destination and from post to post. One such section reads in part. "Provided always that the said.............. ....further agrees to keep watch and ward and perform such other work in the navigation of the ship of the said Company in which he shall be embarked on the outward and homeward voyages as he shall be required to perform by the commanding officer of the said vessel."

The crew of the *Prince Rupert* consisted of a captain, chief mate, second mate, boatswain, carpenter, apprentice or midshipman, cook, steward and twelve able seamen. There was also on this particular voyage under review a fair number of passengers including two blacksmiths, a boatbuilder, a cooper and twenty-four labourers. These latter were a hardy lot of men, recruited, mostly from the Hebrides. No weaklings were allowed in the northern wilds. There were also five cabin passengers—a lady and maid and three apprentice clerks.

The cargo included everything required at a pioneer trading post. Perhaps first in importance was a huge supply of gunpowder—sixty tons, also a proportionate amount of bullets and shot for large and small game. There were hundreds of cases of flintlock Indian guns, a few hundred flintlock single and double-barrelled guns of better quality, and a smaller number of percussion guns. All these guns were muzzle loaders. Twine for fishing nets was another very important item, as the food supply of most of the settlers depended on fishing. Very small quantities of flour, biscuit and salt meats were imported, as these were allowed only on special occasions. the flour being measured out in quantities small or large according to the rank of each officer. There was also a large supply of tea, sugar and tobacco, together with puncheons of rum, brandy and wines, huge bales of blankets and clothing, and a large assortment of hardware such as axes, files, traps, knives, needles and awls, frying-pans, pots and coffee kettles, flints and fire-steels.

Much of the *Prince Rupert's* cargo consisted of supplies imported by the Red River settlers and the missionaries throughout the country. There were also parcels of books, home-made clothing and preserved dainties sent to the officers and clerks stationed at the factory. The little ship would return laden with furs.

HERE AND THERE

A remarkable Canadian of his day and generation, though little remembered now, was Abraham Gesner, who is credited with the discovery of kerosene oil and of the process of converting petroleum into refined oil. Before the introduction of gas and electricity, the kerosene lamp was the principal illuminator of our homes, preceded in its case by the candle. Whale-oil lamps, however, were in use at an early date, even the city of London being at one time illuminated by this means.

Gesner was born at Cornwallis, Nova Scotia, in 1797, the son of Colonel Henry Gesner, a United Empire Loyalist. He was a brilliant pupil at school, and his father sent him to St. Batholomew's and Guy's hospitals in London to study medicine. He returned to Nova Scotia in 1824 with the degree of M.D.

While practising his profession he turned gradually to scientific studies, more particularly geology, and was commissioned in 1838 to make a geological survey of New Brunswick and a few years later of Prince Edward Island. It was in 1852, at the age of 55 that Gesner made the discovery of kerosene oil. The following year at the invitation of commercial interests he went to New York to reside. However, before many years he sold his patents for the manufacture of kerosene and returned to Nova Scotia. Two years later he died at Halifax.

In recognition of his achievements a large oil company of Canada recently placed a memorial on Gesner's grave.

The Saar Territory, entered by French troops in the first few days of the war, is an industrial and mining region on the France-German frontier, north of Lorraine. It has an area of 737 square miles and a population of over 800,000. The basic industry is coal, good for industrial purposes and gas production, and moderately good for coke, with 31 mines employing 67,000 men.

At the restoration of the Saar Basin to Germany in 1935 the production of coal was over 11 million metric tons, coke nearly two million metric tons, pig iron nearly two million metric tons, steel 2,127,000 metric tons, rolled steel 1,446,000 metric tons. Since that time the statistical figures separate from the rest of Germany, have not been available. Next in importance came ceramic, glass and chemical products. The Saar is largely dependent on imports for certain commodities, including food supplies.

Two of the towns prominently mentioned in the war despatches are Saarbrucken and Saarlouis. Saarbrucken owes its name to a bridge which existed in Roman times. It was in the possession of France from 1801 to 1815, when by the Peace of Paris it was ceded to the Allies and made over to Prussia. Saarbrucken has a population of about 130,000. Saarlouis, which has a population of over 16,000, was founded in 1681 by Louis XIV of France. It also, by the Peace of Paris in 1815, was ceded to the Allies and by them was made over to Prussia.

The Treaty of Versailles gave France absolute possession of the mines as compensation for destruction of her northern mines during the World War and as part payment toward German reparations. Districts containing those mines were detached from Germany and formed into the Saar Territory. To assure the welfare of the inhabitants and enable France to exploit the mines, an international governing commission, responsible to the League of Nations as trustee, and exercising all powers of government formerly held by the German Empire, Prussia and Bavaria, was instituted for 15 years. This commission had five members, one French, one native non-French inhabitant of the Saar, one British, one Czecho-Slovak and one Finnish. At the end of the 15-year period in 1935 the League of Nations instituted a plebiscite by the inhabitants of the Saar as to whether or not they would prefer to return to Germany. The vote was largely in favour of a return and the Saar Territory was accordingly restored to Germany.

The man who gave the world Standard Time was a Canadian, Sir Sandford Fleming, at one time Chief Engineer for the Dominion Government. Born in Scotland, Fleming came to Canada in 1845, when 18 years old. He became a railroad engineer and quickly rose to the top of his profession, being appointed Chief Engineer for the new Canadian government when he was 40 years of age.

Difficulties experienced in time measurements as regarded both railroad and telegraph operation over the broad expanse of Canada, led Sir Sanford to seek a better method for reckoning time than that in general use, which was to measure time from noon-day when the sun was directly overhead. However, far more accuracy was required. The plan devised was simple, yet fulfilled all requirements. The circle of the earth being divided into 360 degrees and the day into 24 hours, a simple division allotted one hour to each 15 degrees—24 Standard Time zones with a difference of one hour each. The prime or zero meridian was placed at Greenwich.

This new scheme of time measurement was presented to the world by Sir Sandford at a meeting of the Royal Canadian Institute held at Toronto in 1878. It took some time to convince the conservative elements in Canada that the proposal was sound, and a still longer time to bring Washington and London into agreement. Eventually Sir Sandford succeeded in winning to his side two eminent rulers, King Humber I of Italy and Czar Alexander II of Russia. Owing to its great size, Russia was experiencing similar difficulties to those in Canada in measuring time. These two sovereigns sent out in 1879 invitations to a world conference on the subject, to be held in Rome in 1882. However, before the conference had officially met the Czar was assasinated and the gathering at Rome adjourned to meet in Washington the following year.

The Washington conference adopted the Fleming proposal to standardize time by meridians and in a very few years it was accepted by every leading country in the world.

Sir Sandford Fleming died at Halifax in 1915. He was busy and progressive to the end of his days, in his 88th year.

INCOME TAX COLLECTIONS BY DISTRICTS

Comparative statement of net collections by districts received during the months April to October inclusive, of the fiscal years 1938-39 and 1939-40. (Decrease marked*.)

Districts	1938-39	1939-40	Increase or Decrease
	$ cts.	$ cts.	$ cts.
Charlottetown	407,944 96	382,845 27	* 25,099 69
Halifax.......	2,042,161 01	1,724,269 39	* 317,891 62
Saint John....	1,438,938 87	1,119,763 07	* 319,175 80
Quebec........	1,431,977 91	1,423,613 02	* 8,364 89
Montreal......	31,627,981 13	30,187,533 50	* 1,440,447 63
Ottawa	6,367,714 82	6,867,189 08	499,474 26
Kingston......	258,897 16	378,160 41	119,263 25
Belleville.....	557,182 87	489,248 68	* 67,934 19
Toronto.......	42,491,709 47	38,808,648 24	* 3,683,061 23
Hamilton.....	7,852,023 64	7,260,949 36	* 591,074 28
London.......	10,492,740 97	9,369,087 17	* 1,123,653 80
Fort William..	453,155 82	368,226 03	* 84,929 79
Winnipeg......	3,414,138 18	3,088,401 04	* 325,737 14
Regina........	280,155 38	298,522 95	18,367 57
Saskatoon.....	152,359 69	157,889 58	5,529 89
Calgary.......	1,392,129 13	1,665,145 33	273,016 20
Edmonton....	484,707 20	527,890 01	43,182 81
Vancouver....	9,251,713 41	7,307,827 67	* 1,943,885 74
Yukon........	44,483 42	81,952 53	37,469 11
Total.....	120,442,115 04	111,507,162 33	*8,934,952 71

NEWS AND COMMENT

Ottawa: The annual tournament for the Commissioners' Trophy, scheduled for September 15, 1939, at the Ottawa Hunt and Golf Club, was postponed indefinitely due to war conditions. The sale of tickets was carried on, however, and the result of the draw, which took place on September 14, was as follows: First prize, one dozen golf balls—R. A. Bishop, Chief Auditor, Excise Tax Branch; second prize, a half-dozen golf balls—J. E. York, Excise Division; third prize, a half-dozen golf balls—V. C. Nauman, Assistant Commissioner of Excise.

J. J. Coughlan won the Nauman Cup after a play-off match with A. F. MacMillan. The presentation of the trophy was made in the Connaught Building, Friday, October 6. Prizes were awarded to Miss J. Tremblay for Lady's Low Net; Miss M. Tremblay, Lady's Low Gross; G. A. Powell, Men's Low Gross; Miss N. Maloney, Lady's Hidden Hole; G. Reid, Men's Hidden Hole.

St. Catharines, Ont.: Arthur E. Ness, of the Customs-Excise staff, St. Catharines, Ontario, died after a brief illness, October 3, 1939. The late Mr. Ness was born in Smithville, 64 years ago. He resided at Port Dalhousie for the past 34 years, during 12 years of which he was Principal of the Port Dalhousie Public School. He entered the Customs service in 1917 as Sub-Collector at Port Dalhousie, and after that outport was closed, was transferred to Port Weller, at the entrance to the Welland Ship Canal, where he was stationed at the time of his death. Active both as a church worker and as a member of the Masonic Order, Mr. Ness was also known in the world of sports and was a member of the Port Dalhousie Bowling Club.

Calgary: The seasonal Customs-Excise office at Chief Mountain, Alberta, cleared 8,247 United States cars inwards during the five months period from May 15 to October 15, 1939, an increase of 1,462 compared with the same period last year. United States cars outward totalled 8,238, an increase of 1,726, while Canadian cars outward numbered 3,872, increase 1,163, Canadian cars inward 2,909, increase 882. The total number of passengers inward was 42,699, an increase of 9,668, outward 45,871, an increase of 12,013.

Hamilton, Ont.: Net Customs-Excise revenue at the port of Hamilton, Ontario, for the first six months of this fiscal year amounted to $7,535,792 compared with $7,932,195 collected during the first six months of the past fiscal year, a net decrease of $396,403. Receipts in detail were: import duty $1,919,083, increase $186,848; sales tax on imports $178,412, increase $6,194; Excise tax on imports $85,259, decrease $255,248; sales and Excise taxes (domestic) $3,269,908, decrease $486,423; Excise duty $2,081,517, increase $152,941; sundry collections $1,613, decrease $715.

Collections at the Customs express branch, Hamilton, for the six months period, totalled $96,777, a decrease of $856, while packages handled numbered 16,957, an increase of 2,912. At the postal branch collections amounted to $41,320, decrease $6,526, while parcels handled numbered 20,017, decrease 1,793.

Walkerville: The port of Walkerville, Ontario, collected $956,469 in Customs-Excise revenue during the month of September, 1939, as against $547,878 for the same month last year, an increase of $408,591, W. B. Ritchie, Collector, states. Collections for the six months period, April 1 to September 30, 1939, amounted to $4,275,177, an increase of $236,316 compared with the same months last year. Entries for the respective periods totalled 41,606 and 39,069, an increase of 2,537.

Toronto: Packages received at the Customs postal branch, Toronto, during the month of September, numbered 33,687, an increase of 1,530 over September last year, while packages delivered numbered 29.763, an increase of 426. Entries totalled 2,697, an increase of 15, collections $55,315, a drop of $18,590. At the Customs express branch packages received totalled 19,316, decrease 38, entries 3,897, decrease 82, collections $172,978, decrease $26,555.

Seventy-four aeroplanes, inward and outward, carrying in all 171 passengers, were cleared through the Customs airport during September. Of these 60 were United States planes, carrying 158 passengers, and 14 were Canadian planes carrying 13 passengers. During September last year 49 aeroplanes reported, carrying in all 48 passengers.

Montreal: Collections at the Customs express branch, Montreal, for the month of September, amounted to $149,578. Packages received numbered 15,909 and entries 2,469. Revenue at the postal branch totalled $52,941, while the number of parcels received was 19,298, parcels cleared 18,851, entries 1,481. All totals in both branches showed declines in comparison with totals for the corresponding month of last year.

International air traffic through the Customs Air Harbour, St. Hubert, Quebec, during September, exceeded that of September last year at nearly all points. Three hundred and forty-two aeroplanes, inward and outward, carrying a total of 2,495 passengers and 3,288 pieces of baggage, were cleared. These totals represent increases of 116 in the number of planes, 1,492 in the number of passengers and of 2,028 in pieces of baggage. Totals in detail for September, 1939, were as follows: aeroplanes inward 175, increase 63, outward 167, increase 53; passengers inward 1,155, increase 685, outward 1,340, increase 807; pieces of baggage inward 1,543, increase 973, outward 1,745, increase 1,055; express parcels inward 136, increase 71, outward 99, increase 85; bags of mail inward 643, increase 83, weight 6,946 pounds, decrease 1,614, outward 615, increase 228, weight 6,998 pounds, increase 950.

The value of importations during September was $503,092 compared with $4,874 for September last year. Four flights inward and four outward were cancelled owing to weather conditions. This compares with 7 inward and 10 outward cancelled during September, 1938. One tourist permit was issued.

Fort Erie: Comparative figures of automobile travel for the first six months of the present fiscal year, April 1 to September 30, and the same period for 1938, with figures for the latter in brackets, were: Canadian cars inward 58,850 (56,985); Canadian cars outward 58,006 (56,854); foreign cars inward 732,427 (731,929); foreign cars outward 703,165 (708,462); other vehicles inward 12,478 (10,669); other vehicles outward 12,551 (10,549); passengers inward 2,807,683 (2,754,861); passengers outward 2,677,220 (2,627,181); automobiles inward for forty-eight hour period 568,232 (576,765); tourists' permits for automobiles, sixty-day period, 164,195 (155,164); tourist outfit reports, Form E-29, without deposit, 13,385 (10,950).

During this period United States automobiles bearing the licence plates of every State in the Union entered at this point, with, of course, cars from the States of New York, Ohio, Pennsylvania and Michigan being the most numerous. Also entered here for touring purposes were 23 automobiles from Hawaii, 13 from Mexico, 10 from Panama, 12 from the Canal Zone, 5 from Cuba, 4 from Great Britain, and 1 each from Venezuela, Germany, Belgium, Haiti, Bahamas and Philippines.

CONSUMPTION OF LIQUOR

The estimated consumption of spirits in Canada during the fiscal year ended March 31, 1939, was 3,433,664 proof gallons, malt liquor 63,204,917 gallons and wines 3,461,867 gallons. These quantities were slightly lower than in the previous fiscal year, spirits totalling 3,486,266 proof gallons, malt liquors 67,161,168 gallons and wines 3,627,943 gallons.

The production of spirits totalled 9,642,830 proof gallons as compared with 10,198,330 the year before, and of malt liquors 63,331,620 gallons as against 67,361,250. Imports of spirits amounted to 1,265,909 proof gallons compared with 1,297,925, malt liquor 97,374 gallons against 104,778 and wines 450,953 gallons compared with 507,669.

Revenues from the manufacture and sale of liquor collected by the Dominion Government in the fiscal year 1939 amounted to $25,165,450, exclusive of sales tax revenue. In the previous fiscal year the revenue totalled $26,086,320.

DEVELOPMENT OF AVIATION IN CANADA

The development of air navigation in Canada has differed from that in other countries where air traffic between the chief centres of population received the most attention, while in Canada the facilities of aircraft were first put to real practical purposes in forest reconnaissance, surveying and transportation to inaccessible areas.

Successful flights for forest protection and survey work were first made in Quebec during the summer of 1919, and in the summers of 1920 and 1921 bases were established by the Air Board, with provincial co-operation, at various points across Canada from which forest patrols and survey work were carried on. Then came the discovery of crude oil at Fort Norman, on the Mackenzie River, in the fall of 1921 which led to the first large-scale attempt to establish air transportation in the far north. The next major development in air navigation was prompted by mining activity at Rouyn, in northwestern Quebec, when the first regular freight and passenger air transport service in Canada was inaugurated in 1924.

From these beginnings the expansion has been rapid. Air transportation has been of invaluable aid in mineral development in the Northwest Territories, where regions rich in minerals of economic importance are now served by fleets of modern-type aircraft equipped with skis in winter and pontoons in summer. Formerly accessible only by dog teams and canoe, many districts are now within a few hours flying time from large centres of population. The airplane has also proved a great boon in the administrative field in Canada in the development and conservation of her vast natural resources. Aerial forest-fire patrols are now carried on over large parts of almost every province; fishery patrols by airplane protect territorial waters and enforce fishing regulations; and by the use of aircraft equipped with special cameras, preliminary surveys which would have taken years by the older methods are now rapidly made over large tracts of difficult country.

Development of inter-city air transportation in Canada has not been overlooked. As an initial step in establishing a chain of airports across the Dominion and also to provide for the training of personnel, the flying-club movement was started with the offer of government grants and gifts of aircraft. A number of flying clubs were established in the principal cities in 1928 and 1929, and the airdromes established by municipalities or by these flying clubs formed the nucleus for the Trans-Canada Airway, which has been designed to facilitate inter-city air navigation throughout the Dominion.

IMPORTANCE OF CANNED FOOD

With Canada at war, the canned food industry becomes of increased importance. Its development in the Dominion since the beginning of the century has been remarkable. In 1900 the total value did not exceed $8,250,000, whilst in 1930 it had increased to more than $55,000,000 or six and one-half times as much. In 1933 the value of production dropped to $33,000,000, and rose again to nearly $55,000,000 in 1936 and to $62,194,905 in 1937.

The principal commodities used in the canning industry are fish, fruits and vegetables, milk and meats, whilst the industry itself forms an adjunct of considerable importance to other industries, notably the tin can industry, the wooden box industry and the paper and printing industries. The development of the canned foods trade has effected great changes in the relation of foods to seasons. Fruits and vegetables of many kinds are to be had at all times of the year, not always with the flavour of the freshly gathered product, but with much of their original freshness and flavour. The producers in the country are provided with an enormously extended market, and the consumer in both city and country with cheap and wholesome food in great variety. The consumer is also protected by the inspection services of the Department of Agriculture and the Department of Fisheries, Ottawa.

The gross value of production in 1937 was almost $78,000,000 at factory prices, and the exports in that year aggregated about $20,000,000.

CANADA'S EXPORTS IN SEPTEMBER

Canada's domestic exports in September, 1939, were valued at $81,462.619 as compared with $72.296.271 in September last year. The figures in both cases refer to commodity trade only, excluding gold. Exports of leading items in September, 1939, with figures for September, 1938, in parentheses, were as follows: Wheat, $10,654,517 ($8,410,294); wheat flour, $1,185,310 ($1,230,963); fish, $3,179.532 ($2,981,433); furs, $524,707 ($518,427); meats, $2,224,840 ($2,424,883); cheese, $1.221.307 ($2.050,404); planks and boards, $5.051,628 ($3.014,793); wood pulp, $2.200,372 ($2,304,564); newsprint, $9,872,464 ($8.523.555); automobiles and parts, $1.029.419 ($1.412,446); copper, partially manufactured, $4,563,819 ($4,703.938); nickel, unmanufactured, $6.866,866 ($4,976,553).

For the nine months ended September, 1939, domestic exports amounted to $636.309.984 as compared with $594,547,845 in the first nine months of last year. Principal items, with comparative statistics for the nine months ended September, 1938, in parentheses, were as follows: wheat, $55,863,129 ($52.029.010); wheat flour, $10,082,114 ($13,140.211); fish, $19,739.200 ($18.743.317); furs, $11,671,868 ($11,070.280); meats, $24,127.852 ($27,196.687); cheese, $6.425.902 ($7.203,418); planks and boards, $35,018.830 ($25,774,057); wood pulp, $20,371.748 ($20.399.961); newsprint, $81.180.060 ($73.892,415); automobiles and parts, $20.653.903 ($20.115.972); copper, partially manufactured, $40,116,529 ($37.688.658); nickel, unmanufactured, $42,667,632 ($38,943.370).

Exports of foreign produce in September, 1939, amounted to $995,397 and in the nine months ended September, 1939, to $7,731,539, compared with $902.883 and $8,188,692 in September, 1938, and the nine months ended September, 1938, respectively.

GOLD MINING IN 1938

The quantity and value of gold produced in Canada in 1938 were the greatest ever recorded in the history of the Canadian mining industry, the amount from all primary sources totalled 4,725,117 fine troy ounces valued at $166,205,990 compared with 4,096,213 at $143,326,493 in 1937. Of the total output in 1938 the mines of Ontario contributed 2,896,477 fine ounces, Quebec 881,263, British Columbia 605,617 and Manitoba 185,706; lesser quantities were recovered in the Yukon, Saskatchewan, Nova Scotia, the Northwest Territories and Alberta.

According to preliminary statistics of world production, Canada ranked third as a gold producing country in 1938, being surpassed in output by only the Union of South Africa and Russia; the mine output of recoverable gold in the United States in 1938, and not inclusive of the Philippine production, was reported by the United States Bureau of Mines, in a preliminary statement, at 4,243,712 fine ounces.

The total production of gold in the world since the discovery of America has been estimated at 1,294,935,511 fine ounces; production in the United States since 1792 at 249,850,780 fine ounces; production in the Transvaal since 1884, the commencement of the fields, 340,091,604 fine ounces, and 65,131,533 fine ounces valued at $1,650,506,113 in Canada since the first recording of gold statistics in 1858.

The estimated average price per ounce of fine gold, expressed in Canadian currency, was $35.17 in 1938 compared with a price of $34.99 in 1937. Practically all of Canada's newly-mined gold bullion is sold to the Dominion Government through the Royal Canadian Mint at Ottawa or the Assay Office at Vancouver. This gold is refined, converted into fine gold bars weighing approximately 400 ounces each, and is disposed of in world markets wherever the most advantageous net price can be obtained.

QUESTION BOX AND LETTER BAG

Re Tourist Permits

S. F. Fargey, Sub-Collector at Windygates, Manitoba, writes:—

May I make a few suggestions re Tourist Permit C.12, which I believe would be an improvement on the one now being used?

Could we not have a permit in one piece with three stubs, one stub to be held at the port of issue, the main part and other stubs given to the tourist? On returning via another port the second stub would be retained at the port of entry and the third stub sent to the port of issue for cancellation. The particulars on the permit could be the same as at present. These could be in book form, or loose.

The average tourist brings his permit in rolled and folded up like a piece of scrap paper. This has to be straightened out and is one of the most time-wasting jobs in the office.

Settlers' Effects Question

T. R. Moulton, Computing Clerk at Vancouver, writes:—

A settler enters Canada in April, 1939, with his car valued at $500. In September of the same year he decides to pay duty on same and enters it in the usual way. Should same be entered for duty at the prevailing rate or at the rate applicable at the time of first entry into Canada, providing any tariff change has taken place in the meantime?

Also, does Excise tax apply? In this case, Excise tax applied at the first entry into Canada but was abolished in June, 1939.

Editor's Note.—Perhaps some officer will state what he would do in this case.

Re Signing of Invoices

T. T. Burton, Customs-Excise Clerk at Walkerville, writes:—

Recently at this port we have received invoices that were signed by the exporter in black lead pencil. We have had a discussion on this and I would appreciate it if you would answer the following questions in the *"Question Box"* in the Review.

1. Is it necessary that all signatures of importers, exporters and officers that appear on Customs invoices and entries be in ink or indelible pencil?
2. Are rubber-stamp signatures acceptable?
3. Are carbon-copy signatures acceptable?

With best wishes for the continued success of the Review.

(*Editor's Note.*—What practice is followed in other ports regarding these questions? Send in your answers.)

JUST AMONG OURSELVES

OCTOBER-NOVEMBER

ADDITIONS

Nova Scotia

Halifax: D. R. Young, Customs Excise Examiner.

British Columbia

Vancouver: D. S. Jones, Office Boy; D. J. McLachlan, Office Boy.
Victoria: W. A. Cotton, Clerk, Grade 1.

Audit Service

Hamilton: A. H. Todd, Excise Tax Auditor, Grade 2.

Administrative

G. W. Arnott, Clerk, Grade 1.

DEDUCTIONS

Nova Scotia

Amherst: H. C. Bird, Customs Excise Examiner (Deceased).

Quebec

Montreal: H. Lamoureux, Computing Clerk (Retired).

Rimouski (Baie Comeau): R. G. Goulet, Customs Excise Enforcement Officer. (Services dispensed with.)

Ontario

St. Catharines: A. E. Ness, Customs Excise Examiner (Deceased).

Hamilton: W. E. Ryerson, Express and Postal Computing Clerk (Retired).

Manitoba

Emerson: James Sullivan, Customs Excise Examiner (Retired).

Winnipeg: Duncan McIntosh, Customs Truckman (Retired).

British Columbia

New Westminster: R. S. Gray, Senior Customs Excise Examiner (Retired).

Victoria: C. Brydges, Customs Truckman (Services terminated); J. W. P. Eddie, Clerk, Grade 1 (Services terminated); A. H. Walker, Customs Warehouse Keeper (Retired).

Undervaluation Branch

Ontario

Toronto: A. H. Jeffrey, Special Customs Excise Officer, Grade 3 (Resigned).

PROMOTIONS

Quebec

Lacolle: P. E. J. Cote, from Customs Excise Examiner to Senior Customs Excise Examiner; J. E. S. Coupal, from Customs Excise Examiner to Senior Customs Excise Examiner; J. C. W. A. DeSerres, from Customs Excise Examiner to Senior Customs Excise Examiner; J. G. H. Martin, from Customs Excise Examiner to Senior Customs Excise Examiner.

Ontario

Guelph: W. J. Sheady, from Customs Excise Examiner to Special Exciseman, Grade 1.

Hamilton: C. A. Leaper, from Customs Truckman to Customs Excise Clerk; J. J. Sheehan, from Customs Excise Clerk to Special Exciseman, Grade 1.

Kitchener: A. V. Zeller, from Customs Excise Examiner to Special Exciseman, Grade 1.

St. Catharines: Jas. Thomson, from Customs Excise Clerk to Special Exciseman, Grade 1.

Walkerville: L. A. Arnold, from Customs Excise Examiner to Special Exciseman, Grade 1; Jas. Hendry, from Customs Excise Clerk to Special Exciseman, Grade 1; A. McMullen, from Customs Excise Examiner to Special Exciseman, Grade 1.

Windsor: H. S. Moss, from Customs Excise Examiner to Special Exciseman, Grade 1.

Alberta

Coutts: J. A. Rosewarn, from Customs Excise Examiner to Cashier and Computing Clerk.

British Columbia

Vancouver: W. V. Hepburn, from Customs Excise Clerk to Computing Clerk.

Victoria: T. A. Penketh, from Customs Excise Examiner to Customs Warehouse Keeper.

Investigation—Drawbacks

Ontario

London: P. P. Last, from Typist, Grade 2, to Customs Excise Clerk.

Audit

Quebec

Montreal: J. E. Beaudoin, from Excise Tax Auditor, Grade 2, to Excise Tax Auditor, Grade 3; D. J. W. Harris, from Excise Tax Auditor, Grade 2, to Excise Tax Auditor, Grade 3; C. E. Lymburner, from Excise Tax Auditor, Grade 2, to Excise Tax Auditor, Grade 3; J. R. Thomson, from Excise Tax Auditor, Grade 2, to Excise Tax Auditor, Grade 3.

Quebec: O. E. J. Martineau, from Excise Tax Auditor, Grade 2, to Excise Tax Auditor, Grade 3.

PROMOTIONS AND TRANSFERS

Quebec

W. P. Brideaux, from Collector of Customs and Excise, Limited Service, Port and Registrar of Shipping, Gaspe, to Collector of Customs and Excise, Grade 1 Port, Amos.

Customs Inspection

E. St. Pierre, from Excise Tax Auditor, Grade 2, Audit (Montreal), to Inspector of Customs and Excise, Customs Inspection (Ottawa).

TRANSFERS

Ontario

C. J. C. Skelcher, from Customs Excise Clerk, Belleville, to Customs Excise Clerk, Simcoe.

Manitoba

H. R. Beer, from Sub-Collector of Customs and Excise, Limited Service Outport, Brandon (Lena), to Customs Truckman, Winnipeg.

FRUIT AND VEGETABLE ORDERS

The Minister of National Revenue has directed that the application of the value fixed for Cauliflower imported into Canada, as per Fruit and Vegetable Bulletin No. 20 (1939), be suspended until further notice in respect of importation into the provinces of Nova Scotia, New Brunswick and Prince Edward Island, effective on entries on and after the 3rd October, 1939.

COMPARATIVE STATEMENT OF CUSTOMS AND EXCISE REVENUE RECEIVED DURING THE MONTH OF OCTOBER, 1938 AND 1939,

—	1938	1939	Increase	Decrease
	$ c.	$ c.	$ c.	$ c.
Customs Duties	8,443,595 74	10,659,958 10		
Less Refunds and Drawbacks	512,427 67	789,511 03		
Net	7,931,168 07	9,870,447 07	1,939,279 00	....
Excise Taxes	15,159,427 16	15,464,370 00		
Less Refunds and Drawbacks	313,229 72	354,510 79		
Net	14,846,197 44	15,109,859 21	263,661 77	....
Excise Duties	4,567,992 95	6,568,670 83		
Less Refunds and Drawbacks	24,523 61	46,073 98		
Net	4,543,469 34	6,522,596 85	1,979,127 51	....
Sundry Collections	59,231 45	59,030 69		
Less Refunds	6 35	25		
Net	59,225 10	59,030 44	....	194 66
Net Totals	27,380,059 95	31,561,933 57	4,182,068 28	194 66
Net Increase	....	....	4,181,873 62	....

TOTALS FOR SEVEN MONTHS

—	1938–39	1939–40	Increase	Decrease
	$ c.	$ c.	$ c.	$ c.
Customs Duties	53,993,236 27	59,172,922 51		
Less Refunds and Drawbacks	5,488,631 92	5,723,350 64		
Net	48,504,604 35	53,449,571 87	4,944,967 52	....
Excise Taxes	94,627,196 88	84,660,253 80		
Less Refunds and Drawbacks	2,113,854 04	2,256,392 68		
Net	92,513,342 84	82,403,861 12	....	10,109,481 72
Excise Duties	31,945,482 06	36,576,208 23		
Less Refunds and Drawbacks	312,522 20	325,387 61		
Net	31,632,959 86	36,250,820 62	4,617,860 76	....
Sundry Collections	421,022 01	343,282 89		
Less Refunds	181 74	26 89		
Net	420,840 27	343,256 00	....	77,584 27
Net Totals	173,071,747 32	172,447,509 61	9,562,828 28	10,187,065 99
Net Decrease	....	....	....	624,237 71

COMPARATIVE STATEMENT OF INCOME TAX REVENUE RECEIVED DURING THE MONTH OF OCTOBER, 1938 AND OCTOBER, 1939

—	October 1938	October 1939	Increase	Decrease
	$ c.	$ c.	$ c.	$ c.
Net Collections	3,000,903 37	4,480,339 11	1,479,435 74	....

TOTALS FOR SEVEN MONTHS

—	1938-39	1939-40	Increase	Decrease
	$ c.	$ c.	$ c.	$ c.
Net Collections	120,442,115 04	111,507,162 33	....	8,934,952 71

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The National Revenue Review

The Minister's Christmas Greetings

AT a time when the world is at war let me extend to the Officers of the Department and their wives and families cordial Christmas Greetings, and express the hope that when peace comes it may be a just, honourable and lasting one.

J. L. Ilsley.

December, 1939

Vol. XIII

No. 3

Issued by Authority of the Minister of National Revenue, Ottawa, Canada

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A Message From The Minister

To the Officers of the Department of National Revenue:

The New Year will be a fateful one.

The war has thrown additional work upon many of you. The patriotic spirit with which you have assumed and are discharging these added duties is admirable.

Many of you, also, have enlisted for active service. Those who have done so have the best wishes, profound and sincere, of all of us.

We whose duty it is to carry on our work much as we have done in times of peace can serve our country by the diligence and fidelity with which we labour.

In this way the dignity and worth of our way of life will be proved and the principles of our threatened civilization vindicated.

J. L. Ilsley.

The National Revenue Review

Issued Every Month by the Department of National Revenue

J. Sydney Roe, Editor

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IN THIS ISSUE

Santa Claus Carries On
Smuggling Water
Summary of Tourist Travel
Canada's Revenue and Trade

The Season's Greetings

WITH the advent of Christmas once again, the three Commissioners, Mr. Scully, Mr. Sim, and Mr. Elliott, extend to all those in the service of the Department their sincere good wishes for Christmas and the coming year. How the scene has changed in the short twelve months since last these greetings were conveyed through the friendly medium of the REVIEW! As a member of the British Commonwealth of Nations, this Dominion has moved into the orbit of war. Greater responsibilities, more arduous duties, have come to most of us, not only to those Customs, Excise and Income Tax officers in close touch with war activities, but to those also on guard at distant posts. But, however distant the post, the season's greetings from Headquarters carry to every officer in these momentous times a message of unity and good cheer.

The *Editor* again extends his good wishes to all in the National Revenue service.

For the Little People of Toyland

CANADA may be at war but Santa Claus must make his rounds. Who can imagine the red-cheeked old fellow forgetting the boys and girls of the Dominion? However, one might ask, "Where do the toys he distributes come from?" Many are Canadian made, nevertheless, during the year ending March 31, 1939, statistics show toys of all kinds, including dolls, were imported to the value of $1,199,771. A large part of these came from the United States, imports from which totalled $637,670. Toy imports from Germany were valued at $213,420, Japan $207,665, the United Kingdom $113,158, Czechoslovakia $16,357, France $3,808. Imports of dolls alone were valued at $110.611, of which amount $41,797 came from Germany, $32.918 from the United States, $23,253 from Japan, and $10,267 from the United Kingdom. Here endeth the statistics. Now for the more human side of the matter.

The trend in toyland styles is always ultra-modern. Many of the toys of to-day are " advance copy " of utilities in the world of to-morrow, and the television sets and streamlined cars of toyland keep a step or two in advance of the real thing. In the flood of spinning games, mechanical toys, construction kits, children's books, dolls, building blocks and games of skill, it appears that there are almost as many means of entertainment for adults as for children. (That will please the fathers of the land). That gathering of friends around the fireside this winter will probably be enlivened by more and better quiz games, as these are maintaining their popularity with the grown-ups, especially the games that deal with educational subjects such as government, art, natural science and music. Indeed music books with xylophones attached appear to be having a great success. Dart games are very much to the fore. This may be due to the comeback of archery, which game is flourishing, reminiscent of the good old days when knighthood was in flower. Even small archery sets for indoors are now made. The arrows are tipped with a rubber suction cup instead of the usual point, and instead of a series of circles the targets are set up in the form of goats, tigers, lions, etc.

Another feature of the toys of to-day is that they are very much on the move: they fly, run and walk. Construction kits enable the small boy (as well as daddy) to build airports and trans-Canada planes, bridges, skyscrapers, trains, cars and steamboats. There are small printing sets that really print, toy pianos that play and little typewriters that do a real job. There are toys of peace and toys of war: regiments of soldiers, tanks, bombing planes, machine guns and anti-aircraft guns stand ready to defend whole miniature cities. The anti-aircraft gun swings on a pivot and spits flame; not real flame but realistic.

However, a very small percentage of the new toys feature instruments of war. The forces of law and order are represented by R.C.M.P. outfits, police and radio cars. Game tables are in demand, especially small-scale replicas of bowling alleys, pool, billiard and ping-pong tables, as well as hundreds of other games appealing to the grown-ups as well as the children.

Blocks are always an important toy and, if well chosen, encourage initiative and self-reliance in a child. There are blocks featured this year especially suitable for children of different ages. For the very young the semi-hard rubber blocks are appropriate. Then may follow the large hardwood nested blocks, then the solid wooden blocks which come in a variety of sizes and shapes and can be used for real miniature buildings. For a child inclined to detail, mosaic blocks open a large field of adventure in working out patterns and designs, and these may be followed by the cement blocks which will enable a child to work out more ambitious schemes in building. Lastly there are sets to make different kinds of houses, necessitating some idea of styles of architecture. These blocks are held together with wooden or metal strips, thus forming structures that will stand as long as they are wanted.

A few years ago a silversmith in Denmark began to fashion toys of wood, using the beechwood from a nearby forest, and the basic element of his toys are small blocks of many shapes and sizes. With these a child can fashion for himself a train or a motor car, an animal with a movable head, steamrollers, airplanes, derricks and even whole villages of buildings. These Danish blocks are now used for educational purposes in many nursery schools and playrooms.

However, mechanical toys of different materials seem to be almost as old as the nursery itself. In ancient Egypt, in tombs, there were discovered a crocodile whose jaw moved up and down when he was dragged along, bakers kneading their bread and a mongoose tackling a snake. The people of the Middle Ages were essentially mechanically minded. Toys reflected this. Birds in cages would flap their wings and even whistle a tune. Whole villages of men and women were made to do everything the people in a real village would do. The following eras of the Renaissance and the Reformation were followed by a century of religious warfare. When the wars came to an end people felt that the younger generation should be provided with a better education. So toys of the 17th and 18th centuries were meant not only to amuse but to instruct.

The toys of to-day both amuse and instruct to a marked degree, and to meet the demand of the little people of Toyland old Santa has to step out smartly, keeping always abreast of the times.

Friendship and Peace

IN Vancouver's timbered Stanley Park, visited yearly by thousands of tourists, stands a memorial typifying the spirit of friendship and peace existing between Canada and the United States. The memorial was erected to preserve in permanent form, and where all may read it, the message of President Harding, who was the first President of the United States to enter Canada while in office. The bronze tablet reads:—

> "No grim-faced fortifications mark our frontiers, no huge battleships patrol our dividing waters, no stealthy spies lurk in our tranquil border hamlets. Only a scrap of paper, recording hardly more than a simple understanding, safeguards lives and properties on the Great Lakes, and only humble mile posts mark the inviolable boundary line for thousands of miles through forest and farm.
>
> "Our protection is in our fraternity, our armor is our faith, the tie that binds more firmly year by year in ever-increasing acquaintance and comradeship through interchange of citizens; and the compact is not of perishable parchment, but of fair and honourable dealing, which, God grant, shall continue for all time."

Holiday Time in National Parks

THE summer vacation season in Canada's national parks was very busy, and across the Dominion from British Columbia to Nova Scotia, Canadians and visitors from other lands flocked to these playground areas in increasing numbers. Canadians generally have come to realize that an annual holiday is essential to better health and greater efficiency, and in the national parks facilities for recreation are provided on a scale which, in proportion to Canada's population, is unequalled anywhere in the world. Early inquiries received indicated that last summer the national parks would figure prominently in the plans of holiday seekers from all parts of the Dominion. as well as from the United States and other countries.

Apart from performing a national service in fulfilling the vacation needs of Canadians, the national parks are a popular attraction to tourists from other lands. Many of them are within easy reach of the International Boundary, said to be the most-travelled-over in the world, and legions of motorists from the United States make annual visits to Canada's national parks.

The national parks have many varied appeals, among which scenic beauty and change of environment are the outstanding. As a field for outdoor sports they offer many forms of recreation. Motoring, riding, fishing, climbing, hiking, swimming, canoeing, golf, and tennis are chief among the many pastimes enjoyed by vacationists. Accommodation, ranging from roadside camp-ground to palatial hotel, can be found to suit every purse.

With the exception of Glacier National Park in British Columbia, all national parks in Canada are accessible by motor car, and within them approximately eight hundred miles of motor roads provide a means of access to many of the best known beauty spots. In addition, about twenty-eight hundred miles of trails are available to riders and hikers who wish to travel off the beaten path to the natural wonders of regions not yet accessible by automobile. In certain of the parks, natural waterways lead to little known places, and everywhere the protection of bird and animal life has proved an added attraction to nature lovers and camera enthusiasts from near and far.

Prohibited Publications

THE following publications have been prohibited importation into Canada by the Department:—

Detroiter Abend-Post, published daily in the German language at 1442 Brush St., Detroit, Michigan.

Morgen-Freiheit (Morning Freiheit), a Jewish language newspaper published daily at 50 E. 13th St., New York, N.Y.

Liberation, published weekly by Pelley Publishers, Asheville, North Carolina.

New Masses, published weekly by Weekly Masses Co. Inc., 461 Fourth Ave., New York City.

Most of the Cans Contained Water

FROM the International border in the province of Quebec comes the story of the arrest of smugglers and seizure of contraband liquor; a story with an unusual ending inasmuch as it is left to the imagination to decide whether the lawbreakers themselves were swindled before they crossed the line or whether they intended to swindle their prospective customers in Canada. In any event, they were the losers, for after capture they were mulcted in fines under the Customs and Excise Acts aggregating $650, to which was added the forfeiture of their car.

Following information from an anonymous caller by telephone, members of the R.C.M. Police took up position in their car on a highway in the small hours of the morning. After waiting for nearly three hours a car was seen approaching without lights. The police tried to stop this vehicle by placing their car across the highway. The driver of the approaching automobile immediately pushed his foot down on the accelerator in an endeavour to pass the police. In order to offset this manoeuvre the police drove their car straight into him. The collision threw the police car across the road against a culvert wall, breaking off a section about eight feet wide and leaving them hanging over the edge of the culvert. The smugglers' car, however, was itself stopped against the opposite wall with the cargo of alcohol cans it contained pinning the driver against the steering-wheel and his companion against the dash-board, preventing use of the controls. Upon the car being searched it was found to contain fifty-four five-gallon cans of United States measure. The men were arrested and placed in custody. Upon the cans being examined when being placed in storage only five were found to contain alcohol, the remaining forty-nine containing nothing more nor less than plain water.

Departmental Rulings

AUTOMATIC Bottle Washing, Rinsing and Sterilizing Machine, with a capacity of 60 bottles and over per minute, manufactured by the U.S. Bottlers Machinery Co., Chicago, Ill., at the present time is held to be of a class or kind not made in Canada and admissible at 10 per cent ad valorem, item 427a, under the Canada-United States Trade Agreement. Motor—item 445g.

"Ryerson" Serpentine (Throatless) Shears, both hand and power operated, manufactured by Joseph T. Ryerson & Son Inc., Chicago, Ill., at the present time are held to be of a class or kind not made in Canada and admissible at 10 per cent ad valorem, item 427a, under the Canada-United States Trade Agreement. Electric motors—item 445g.

"Reed-Prentice" Plastic Injection Moulding Machine, Model No. 10-D6, manufactured by the Reed-Prentice Corp., Worcester, Mass., at the present time is held to be of a class or kind not made in Canada and admissible at 10 per cent ad valorem, item 427a, under the Canada-United States Trade Agreement. Motor—item 445g.

"Empire State" Soap Press, foot power operated, manufactured by Houchin Machinery Co. Inc., Hawthorne, N.J., at present is held to be of a class or kind not made in Canada and admissible at 10 per cent ad valorem, item 427a, under the Canada-United States Trade Agreement.

"Royer" Sand Separator and Blender, manufactured by Royer Foundry and Machine Company, Kingston, Pa., at the present time is held to be of a class or kind made in Canada and dutiable at 25 per cent ad valorem, item 427, under the Canada-United States Trade Agreement.

"Manville" High-Speed Double Stroke Open-Die Cold Header, Model C, manufactured by the E. J. Manville Machine Company, Waterbury, Conn., at the present time is held to be of a class or kind not made in Canada and admissible at 10 per cent ad valorem, item 427a, under the Canada-United States Trade Agreement. Motor—item 445g.

Brought In by Returning Canadians

OVER three and a half million dollars worth of clothing was brought in by returning Canadians, free of duty, under the one hundred dollars exemption clause provided in the Customs Tariff, during the nine months period from January 1 to September 30, 1939. The exact amount entered from all countries was $3,547,520, an increase of $581,716 over the same period last year. Clothing from the United States alone was valued at $3,375,957. The total value of merchandise brought in free under this clause was $7,709,836, of which amount $7,339,649 was from the States, the remainder, $370,187, coming from all other countries. During the nine months period last year this exempted travellers' baggage was valued at $6,180,009, a difference of $1,529.827. The item next in value to clothing was furniture and household appliances with a total value of $961,762, of which $927,920 was from the United States. Then followed boots and shoes totalling $755,985, with $724,695 from across the line, radios $652,504 with the States supplying $649,970. Automobile tires and tubes entered were valued at $124.742, of which $124.721 came from the United States, while automobile accessories totalled $72,041, of which $71,977 was from across the border. All other goods were classified under Miscellaneous Commodities, totalling in value $1,595,282, of which amount $1,446,409 was from the States.

During the month of September goods brought into Canada under this tariff provision totalled $1,344,006 as against $1,199.521 entered during September last year, a difference of $144.485. Goods from the United States alone for these months were valued at $1,274,228 and $1,023.267 respectively. Totals in detail for September, 1939, showing values brought in from all countries, with totals from the United States in brackets, were: clothing $564,959 ($535,921), furniture and household appliances $194,615 ($190,173), boots and shoes $131,138 ($128,790), radios $114.314 ($114.180), automobile tires and tubes $23,664 ($23,664), automobile accessories $14.152 ($14,147), miscellaneous commodities $301,164 ($267,353).

Value of Sterling

BY Order in Council (P.C. 3506) of 7th November, 1939, it is ordered that, in computing the value for duty of goods imported into Canada from Great Britain, the rate of exchange shall be the selling rate as declared from time to time by the Foreign Exchange Control Board of Canada, in effect at time of shipment.

This will also apply to importations from Northern Ireland and the Irish Free State.

By this Order in Council, which is effective for Customs entries on and after 7th November, the home market value is to be computed for duty purposes at the selling rate for sterling of the Foreign Exchange Control Board which was in effect on the date on which the goods were shipped directly to Canada.

The Foreign Exchange Control Board established on the 18th September last the selling rate for sterling at $4.47 and this rate is still in effect. For importations shipped on and after that date, and entered at Customs on and after 7th November, this rate applies.

Ex-warehouse entries of goods warehoused prior to November 7 will require to be on the basis of the value for duty as entered for warehouse.

Entries passed on 7th November or later, which were computed on the basis of $\$4.86\frac{2}{3}$ to the pound sterling, will be adjusted upon claim being made for refund.

This cancels Memorandum No. 457 and subsequent instructions establishing and continuing $\$4.86\frac{2}{3}$ for the pound sterling for computing value for duty purposes.

Memorandum Series D No. 101 of November, 1939, is superseded.

Over a Hundred Years Ago

WHEN James Kerby took over the Collectorship at Fort Erie in the fall of 1834, smuggling across the narrow strip of water, which separates the United States and Canada at this point, was active. In the following letter addressed to a man from whom a seizure had been made, dated March 21, 1834, Mr. Kerby gives a glimpse of the trials and tribulations which beset many Customs Collectors in those pioneer days:—

> I am well aware that you have spared no pain, wherever you have been, to impress upon the public that I, in the execution of my duty as Collector of Customs, have distressed and oppressed you by seizing your horses and sleigh the night you crossed from Buffalo on the ice. And you ought in candour to have told them also, that I had done so because you had violated the laws of the land. Had you not sought to have evaded them you would not have gone out of your way a distance of six miles from a port of entry, but you would either have sent me word of your having gone over, or else you would have returned by the ferry, where you would have been compelled to have made a regular entry if you had anything dutiable. If not, you would have been suffered to pass. But, sir, when you found yourself detected you remained back upon the ice with your other companion and assistants. My suspicions were well grounded that you did so with a view to enable you and them to convey away from your sleigh whatever you might have brought over, because your team did not venture on shore until after everything had been taken out. But where were you then? And when did you make your appearance? Not until after your team was seized. And complaining of the hardship, what was your reply to me?—that you had brought over five dollars worth altogether. You were even unwilling to disclose that item. And I am sure you were also as guarded against saying anything that would have led to a disclosure of others equally as liable as yourself. I found your companion just as guarded as yourself, but he told the officer that he had brought over a few pounds of tea in his pocket.
>
> My only object in thus writing you, is to urge you, if possible, to enter a complaint or put in your claim through my office, and I pledge you my word that I shall transmit it to the Commissioners at Niagara for investigation. And upon their decision it will be known to the public who was right and who was wrong. You have a calendar month to go upon from the day of the seizure—I urged you that day—since—and I urge you again, to put in your claim—as I am anxious that my conduct that night should appear in truth. Take care that I don't come upon you for the penalty that will operate against you worse than the seizure.

Changes in List of Customs-Excise Ports

Similkameen, B.C., an outport and warehousing port under the survey of the port of Penticton, B.C., closed as from the 1st December, 1939.

Keremeos, B.C., established as an outport and warehousing port under the survey of the port of Penticton, B.C., in lieu of Similkameen, effective 1st December, 1939.

Ingonish Ferry, N.S., a postal collecting station under the survey of the port of North Sydney, N.S., closed as from the 1st November, 1939.

Fort Erie, Ont., the mail matter should be addressed to Fort Erie North, P.O.

Whisky Gap, Alta., an Outport under the survey of the Port of Lethbridge, Alta., closed as from the 1st November, 1939.

Del Bonita, Alta., established as an Outport under the survey of the Port of Lethbridge, Alta., in lieu of Whisky Gap, effective 1st November, 1939.

Intermediate Tariff Extended to Uruguay

ORDER in Council (P.C. 3476), dated the 2nd November, 1939, provides that the benefits of the Intermediate Tariff, which was extended to products originating in and coming from the Republic of Uruguay by Order in Council (P.C. 2000), dated the 7th August, 1936, as published in Memorandum Series D 45, be further extended for a period of six months from the 31st October, 1939, subject to previous termination by the coming into force of the Trade Agreement between Canada and Uruguay.

Sales Tax Ruling

THE following ruling concerning the consumption or sales tax has been issued:

"Grinding bodies, such as steel balls, slugs, punchings and the like, are not regarded as being incorporated into and forming a constituent or component part of cement and are subject to the consumption or sales tax."

The effective date of the ruling is September 14, 1939.

High Production of Gold in August

THE Canadian output of gold rose to a new high point in August when 449,207 ounces were produced valued at $15,726,288. Production in July amounted to 440,065 ounces and in August last year, 416,317 ounces. The total for the first eight months of 1939 aggregated 3.381,717 ounces as compared with 3,056,072 in the corresponding period last year. The August output was as follows, by provinces, with figures for the corresponding month last year in brackets: Ontario, 265,825 (257,795) ounces; Quebec, 81,665 (71,806); British Columbia, 55,454 (55,437); Manitoba and Saskatchewan, 22,712 (20,107); Nova Scotia, 2,889 (2,106). Alluvial and lode gold production in the Yukon and the lode gold output in the Northwest Territories amounted to 20,620 ounces compared with 8,965 a year ago.

Excise Duty Collections

COMPARATIVE statement of Excise duty collections, in Canada, during the months of October, 1938, and October, 1939:—

October, 1939, spirits, matured, $805,176; October, 1938, $966,557. October, 1939, spirits, unmatured, $101,058; October 1938, $67,164. October, 1939, validation fee, $52,989; October, 1938, $47,290. October, 1939, malt, $1,248,610; October, 1938, $585,725. October, 1939, beer, $30,451; October, 1938, $15,063. October, 1939, malt syrup, $8,217; October, 1938, $7,964. October, 1939, cigars, $39,194; October, 1938, $34,939. October, 1939, cigarettes, $3,559,110; October, 1938, $2,350,638. October 1939, manufactured tobacco, $650,406; October, 1938, $433,764. October, 1939, licences, $183; October, 1938, $205. October, 1939, total, $6,495,398; October, 1938, $4,509,312.

Comparative statement of tobaccos, cigarettes and cigars entered for consumption, in Canada, during the months of October, 1938, and October, 1939:—

October, 1939, tobacco. cut, 2,214,100 pounds; October, 1938, 1,817,583 pounds. October, 1939, tobacco, plug, 282.078 pounds; October, 1938, 282,350 pounds. October, 1939, snuff, 82,356 pounds; October, 1938, 64,758 pounds. October, 1939, cigarettes, number 706,229,673; October, 1938, 587,592,315. October, 1939, cigars, number 13,166,680; October, 1938, 11,355,306.

Importation and Exportation of Sugar

BY Order in Council P.C. 3223, it was ordered that no person other than the Sugar Administrator shall import into or export from Canada any sugar except under the authority of a permit issued by the Sugar Administrator for the purpose.

Collectors are instructed that entries for the exportation or importation of sugar are not to be accepted unless accompanied by Foreign Exchange Control Board Form B or E, stamped "Approved on behalf of the Wartime Prices and Trade Board" and signed by or on behalf of the Sugar Administrator.

The above regulations do not apply to casual importations not exceeding 100 pounds, nor to maple sugar.

Stocks of Unmanufactured Tobacco

STOCKS of unmanufactured tobacco on hand at the end of September amounted to 74,567,177 pounds, of which 69,592,944 was Canadian and 4,974,233 imported tobacco. On the same date last year 63.020.298 pounds were on hand, and included 57,027,579 pounds of Canadian tobacco and 5,992.719 pounds of imported tobacco.

HERE AND THERE

The following letter from a tourist residing in Rochester, N.H., was received by the Editor recently:—

> For the past three years my wife and I have been hunting in Nova Scotia, passing both ways through the Customs office in St. Stephen, N.B. We have been accorded such courteous and gentlemanly treatment there I feel it my duty to report it to you. They are an exceedingly fine lot of men.

British Columbia's fir forests yield each year a goodly crop of Christmas trees, and this year the cutting assumed the status of a full-fledged industry under government regulation. For the first time operators had to pay royalties of from $\frac{1}{8}$ cent to 25 cents a tree, according to size, on trees cut on Crown lands, while minimum wage regulations provided 85 per cent of the workers with at least 40 cents an hour. Last year British Columbia cut 1,500,000 trees for export alone, mostly for the United States.

On the Atlantic seaboard approximately one million Christmas trees were shipped from Nova Scotia this season. Last year's total shipments were 738,750 trees. Cutting is left as late in the season as possible to ensure freshness. While large consignments of Christmas trees go forward from the port of Halifax each year, the bulk of shipments are taken by rail to Boston and New York.

That lovable old philosopher and angler Izaak Walton said that a friend of his once observed "Doubtless God could have made a better berry than the strawberry, but doubtless God never did." And so it may be said that doubtless God may have made a better tree fruit than the apple, but doubtless God never did, for the apple is rightfully entitled to be classed as the King of Fruits.

Completion of the Banff-Jasper Highway is now in sight, according to the Department of Mines and Resources. Construction of this new inter-mountain route which will directly link Banff and Jasper National Parks in the Canadian Rockies has been carried on both from the north and south, and recently the two ends have been joined up by completion of the subgrade. With the aid of favourable weather and other conditions, it is expected, at time of writing, that surfacing will be completed in December, and the new avenue of travel opened to the public early in the 1940 tourist season.

Penetrating the very heart of the Rockies within continual sight of magnificent peaks and ranges, the new road provides a drive of about 149 miles through regions of surpassing scenic grandeur. It follows successively from the south the valleys of the Bow, Mistaya, North Saskatchewan, Sunwapta, and Athabaska Rivers, skirting active glaciers, jade-green lakes, tumbling streams, and roaring cataracts. The road also furnishes direct access to the great Columbia Icefield, approximately 150 square miles in extent, the melting glaciers of which form the sources of rivers which eventually reach three oceans, the Pacific, the Arctic, and the Atlantic through Hudson Bay.

During the past summer completed portions of the highway were open for motor travel, and daily cavalcades of motor tourists covered the return trips from Jasper to the Athabaska Glacier in Jasper Park, and from Lake Louise to the North Saskatchewan River in Banff Park.

Aboard a steamship somewhere on the Pacific Ocean are three bear and two beaver en route to New Zealand. These animals have been taken from Jasper National Park in Alberta, and are being sent "down under" at the request of the Wellington-Zoological Gardens, Wellington, New Zealand.

The bear and beaver were captured by the park warden service, and were shipped to Vancouver by rail for transfer aboard ship. During the long ocean voyage the animals will be fed and tended by a member of the ship's crew. Food supplies provided for the journey include bundles of poplar wood, vegetables, fruit and bread. Each beaver will receive six sticks of wood, a quarter of a cabbage and four carrots per day, while the daily menu for each of the bears will be a pound of apples, a pound of carrots, and two loaves of bread.

Early in December of last year buffalo and elk from Elk Island National Park were shipped to New Zealand. The bear and beaver were requested at the same time, but owing to the fact that these animals had already gone into winter quarters their shipment had to be deferred until this year.

Events connected with treaties concluded with the Indians in 1798, 1815, and 1818, which led to the settlement of what is now Simcoe and adjacent counties in Ontario, were commemorated by the unveiling of a memorial in Couchiching Beach Park, Orillia, recently. The memorial, which consists of a cut limestone monument bearing a bronze tablet, has been erected by the Department of Mines and Resources on the recommendation of the Historic Sites and Monuments Board of Canada. Arrangements for the unveiling ceremony were in charge of the Parks Board of Orillia, and the Historic Sites and Monuments Board of Canada, represented by Professor Fred Landon, the Ontario member of the Board.

By the surrender of the ancient country of the Huron Indians, north and west of Lake Simcoe, there was opened up to settlers this picturesque section of Ontario. By the treaty of May 22, 1798, the harbour of Penetanguishene and adjacent lands were made available as a naval base on Lake Huron and a tract of approximately 250,000 acres between Lake Simcoe and Penetanguishene was obtained for a military highway and for settlement purposes by the treaty of November 17, 1815. The third and final treaty of October 17, 1818, was designed particularly to provide lands for children of United Empire Loyalists, members of the militia who fought in the war of 1812-14, and for retired officers and discharged soldiers and sailors of the army and navy who desired to settle in the province.

GIFTS AND DONATIONS

During the period of the War, personal gifts from members of the Canadian Overseas Force or from Canadians serving with British or Allied forces overseas, to relatives or friends in Canada may be entered free under Tariff Item 690.

During the period of the War, donations of goods, for the personal use of prisoners of War interned in Canada, and not for sale, may be delivered without duty (under Tariff Item 690).

During the period of the War, donations of clothing and bona fide donations of other supplies for the Red Cross Society may be entered free under Tariff Item 690.

LARGER AND BETTER APPLES

This year's apple crop in Canada is larger and of better quality than for several years. Exports have been sharply reduced due to war conditions, so more apples are now available in Canada than ever before. A larger consumption of apples by Canadians will help relieve the apple marketing problem.

LUMBER PRODUCTION IN BRITISH COLUMBIA

A cut of two billion board feet in the Vancouver forest district including Vancouver Island in the nine months ending September 30 is reported by the British Columbia forest branch.

The total figures are 2,080,116,663 feet of sawlogs for the period. Except for the month of August the average has been maintained fairly constantly throughout the nine months. It began quietly in January and February, but by March the logging camps were operating on normal capacity. From then until the fire season there was no serious decline, but owing to camps being closed down under provincial order, there were several weeks when little scaling was done in the coast area.

Comparing the figures for the eight months ending August 31 in the Vancouver district, which totalled 1,897,423,282 board feet, the total figures for British Columbia for sawlogs stood at 2,104,023,923 feet, compared with 1,543,123,477 feet in the first eight months of 1938.

GOOD NEIGHBOURS ALL

Despite war conditions automobile tourist traffic continues to flow with few restrictions between this country and the United States. During the month of October a total of 304,250 United States automobiles crossed into Canada for stays of from a few hours up to six months, according to figures furnished the Department by its Collectors. Of this number, 223,181 cars were entered for 48 hours or less, 77,794 for periods not exceeding 60 days, 48 for periods over 60 days but not exceeding 6 months, 3,227 under travellers vehicle permits. Compared with the same month a year ago, last October's automobile tourist totals represent a decrease of 61,505 cars. A summary of 60-day tourist permits issued according to provinces gives the following: Ontario 43,018, Quebec 19,528, British Columbia 6,967, New Brunswick 6,489, Manitoba 1,077, Saskatchewan 426, Alberta 243, Nova Scotia 46.

The largest number of 60-day touring permits issued at any frontier point in Canada during October was 15,437, the total for Windsor, while the second largest number was issued at Fort Erie, viz., 10,148, and the third largest at Niagara Falls, viz., 7,933. These totals were followed in order by Phillipsburg, Que., with 4,021, Lacolle, Que., with 4,009, Sarnia, Ont., with 3,802 and Pacific Highway, B.C. with 3,177. Other ports and outports issuing substantial numbers of 60-day touring permits in October were: Rock Island, Que., 2,504, Lansdowne, Ont., 2,094, St. Stephen, N.B., 1,323, Douglas, B.C., 1,100, Woodstock Road, N.B., 991, Stanhope, Que., 876, Trout River, Que., 869, Highwater, Que., 801.

Ontario entered the largest number of cars for periods of 48 hours or less, with a total of 120,038, while New Brunswick was second with 76,500, and Quebec third with 16,972. Quebec issued the largest number of travellers vehicle permits, namely, 1,404.

A total of 19,182 automobiles was entered under 60-day permits, from New York State alone. Another border state well represented was Michigan from which 16,131 cars were entered, while 8,084 cars bore the licence plates of Vermont, 6,262 of Maine and 5,649 of Washington. The smallest number from any one state was 18, hailing from New Mexico. The most southerly state, Florida, contributed 291, while Louisiana contributed 51 cars, Alabama 32, Mississippi 53, Texas 204.

While automobile tourist traffic totals at Canada's frontier points generally for the month of October have declined compared with the same month a year ago, the number of Canadian cars reported outward for touring purposes increased by 4,700, totals for the respective months standing at 91,056 and 86,356. The largest number of cars for any one province was cleared through the ports and outports of Ontario, totalling 28,828, and the second largest number through Quebec frontier points, totalling 23,151. Then followed British Columbia 16,391, New Brunswick 8,389, Manitoba 7,304, Saskatchewan 4,368, Alberta 2,621, Nova Scotia 4.

The principal point of exit during October for Canadian cars was Niagara Falls, at which port 7,698 cars were cleared outward. Fort Erie was a close second with 7,145 and Windsor third with 5,002. Other busy points were: Pacific Highway, B.C., 4,845, Rock Island, Que., 4,538, Lacolle, Que., 4,134, Emerson, Man., 2,943, Lansdowne, Ont., 2,465, Woodstock Road, N.B., 2,435, Coutts, Alta., 2,406, Phillipsburg, Que., 2,358, Andover, N.B., 2,291, Trout River, Que., 2,241, Abercorn, Que., 2,078.

During the ten months period from January 1 to October 31, 1939, the increase in the number of Canadian cars outward for touring purposes, compared with the same period last year, was 169,395.

One hundred and thirteen automobiles were brought into Canada under 60-day touring permits during October from 15 countries other than the United States. The most distant country represented was the Philippine Islands from which two cars were entered. Two also were entered from Sweden and one from Switzerland. The largest number of cars was entered from Hawaii, totalling 40, the second largest from Mexico, namely 19, with Cuba and the United Kingdom in third place with 13 each. The remaining countries represented were: Alaska by 8 cars, Panama 7, France 3, Dutch West Indies, Puerto Rico, Venezuela, Colombia and Newfoundland one each.

EXPORTS OF FOREST PRODUCTS

Canada's export trade in wood, wood products and paper was valued at $171,279,592 in the first nine months of the current year compared with $153,672,263 in the corresponding period of 1938, an increase of $17.600,000. Lumber exports increased from 1,273 million feet board measure valued at $26,964,658 to 1,664 million feet valued at $36,462.331. Exports to the United Kingdom amounted to 950 million feet, an increase of 35 per cent, and the United States took 425 million feet, an increase of 36 per cent. The average price per 1,000 feet increased from $21.17 to $21.91. Shingles showed a gain of 486,371 squares, which with a slight increase in the average price resulted in an increase in total value of $1,525,104. Veneers and plywoods are becoming important items in Canadian trade. The value of the exports of veneers and plywood increased 71 per cent, from $711,351 in 1938 to $1,218,794 in 1939. Exports of saw-mill products as a whole increased from $33,819,251 to $45,418,396.

Exports of pulpwood decreased from 1,303,663 cords to 1,048,520 cords, with a loss of about $2,000,000 in value, and though the quantity of pulp increased from approximately 400,000 to 450,000 tons the lower average value resulted in a slight decrease, from $20,399,961 to $20,371,748, in the total value.

This was more than made up, however, by the increase in the value of the exports of paper and manufactures of paper from $79,948,353 to $87,255,670. Newsprint, which comprises about 93 per cent of the paper exports, showed a gain of 160,000 tons, which, together with an increase of 22 cents in the average value per ton, provided a total value of $81,180,060 in the first three-quarters of 1939, as compared with $73,892,415 in the same period in 1938.

BUTTER STOCKS

Stocks of creamery butter in Canada at the beginning of October amounted to 57.418,639 pounds, of which 56,813.839 pounds were in storage and 604,800 pounds in railway transit.

FISHERIES PRODUCTION GAINS

Canada's fisheries production gained in value in 1938, totalling $40,552,179 compared with $38,976,294 in the preceding year. These totals represent the value of the fish as marketed, whether sold for consumption fresh, or canned, smoked, or dried. The sea fisheries contributed $33,826,989, or 83 per cent of the total production, while the inland fisheries accounted for $6,725,190, or 17 per cent.

Fish of all kinds, including shellfish, but excluding seals, belugas, whales, dulse and seaweed, landed during 1938 amounted to 10,741,340 cwt. with a value at the point of landing of $22,837,890. This compares with a catch of 10,918,048 cwt. and a landed value of $23,193,087 in 1937.

By reason of her great salmon fishery, British Columbia is first among the provinces in order of market value of fisheries production, with a total in 1938 of $18,725,591, or 46 per cent of the total output for the Dominion. For the other provinces, the value in relation to the total output was as follows: Nova Scotia, 22 per cent; New Brunswick, 10 per cent; Ontario, 8 per cent; Quebec, 5 per cent; Manitoba, 5 per cent; Prince Edward Island, 2 per cent; Alberta, 1 per cent; Saskatchewan, 1 per cent; and the Yukon Territory, 1/10 of 1 per cent. Compared with 1937, increases in value of output are shown for British Columbia, Quebec, Manitoba, Prince Edward Island, and Alberta, and decreases for the remaining provinces and Yukon Territory.

Salmon, the principal fish caught in Canadian waters, showed an increase over the preceding year of 42,515 cwt. and a gain in value of $2,675,166. The pack of salmon in 1938 totalled 1,708,835 cases valued at $12,274,863 compared with 1,509,520 cases valued at $9,268,404 in 1937. Salmon is marketed chiefly as canned, although a considerable amount is sold fresh for consumption, and smaller quantities are marketed as mild cured and dry salted.

Next in importance is the lobster fishery, with a marketed value of $3,793,219, and following are cod valued at $3,335,231, and herring worth $2,487,231. Other kinds of fish having a marketed value of a million dollars or more in 1938 were halibut, whitefish, sardines, haddock, trout, and pickerel.

PULP AND PAPER INDUSTRY IN 1938

The pulp and paper industry has headed the list of manufacturing industries in net value of production since 1920, and in wage and salary distribution since 1922, replacing the sawmills in both cases. It was first in gross value of production from 1925 when it replaced the flour mills, until 1935 when it was overtaken by the non-ferrous metal smelting and refining group.

The gross value of production of wood pulp and paper in 1938 was $183,898,000, representing a decrease of 18·7 per cent from 1937, but an increase of 49 per cent over 1933, when production reached its lowest level.

This gross value represents the sum of the values of pulp made for sale in Canada, pulp made for export, and paper manufactured. It does not include pulpwood nor the pulp made in combined pulp and paper mills for their own use in making paper. The net value of production in 1938 was $89,034,000, compared with $106,002,000 in 1937.

Wood-pulp exports during the calendar year 1938 amounted to 554,037 tons with a value of $27,730,738 as compared with 870,716 tons valued at $41,815,731 exported in 1937, marking decreases of 36·4 per cent in quantity and 33·7 per cent in value. Imports of wood-pulp dropped 19·4 per cent from 21,053 tons in 1937 to 16,979 in 1938. All imported wood-pulp came from the United States.

The exports of paper and paper goods during the calendar year 1938 were valued at $112,872,776 as compared with $136,164,168 in 1937. These exports were made up chiefly of newsprint paper, 2,424,654 tons valued at $104,615,042 being exported, of which 1,938,296 tons valued at $85,190,912 went to the United States. Since 1937 Canada's exports of newsprint have surpassed those of wheat, which was formerly the leading commodity exported. For a number of years Canadian newsprint exports have been greater than those of the rest of the world combined. In 1938 newsprint exports showed a decrease in quantity of 29·8 per cent, and a decrease in total value of 17·3 per cent, from the 3,455,239 tons valued at $126,466,412 which were exported in 1937. During 1938 the total value of paper and paper goods imported was $7,520,328, a decrease of 5·8 per cent from the imports for 1937.

PRODUCTION OF COAL IN CANADA

An increase of 11 per cent was recorded in the output of coal in Canada during the second quarter of 1939 compared with the production in the corresponding period a year ago; the totals were 3,133,976 and 2,822,970 tons, respectively. Bituminous coal output during April, May and June amounted to 2,796,316 tons; sub-bituminous coal, 86,736 tons and lignite coal, 250,924 tons.

Imports of coal during the period under review were 31 per cent below the tonnage imported during April, May and June, 1938, and totalled 2,429,383 tons. The United States supplied Canada with 708,516 tons of anthracite, 1,248,975 of bituminous and 242 of lignite. Receipts from Great Britain included 361,036 tons of anthracite and 13,851 tons of bituminous. German anthracite coal to a total of 96,763 tons was brought into Canada during the second quarter of 1939.

Canadian coal exported during April, May and June, 1939, amounted to 76,038 tons; this represented an increase of 25 per cent above the total for the corresponding months of 1938. Ports in Nova Scotia, New Brunswick and Quebec cleared 50,758 tons of Canadian coal during the period under review, while shipments through western ports totalled 25,280 tons.

Canada's coal supply, computed on the basis of production plus imports less exports, totalled 5,487,321 tons compared with 6,267,518 a year ago.

The coal mining industry in Canada furnished employment to 22,764 men in April, 22,251 in May and 21,842 in June. During the three months, the output per man averaged 140·6 tons or 2·5 tons per man-day.

SILVER PRODUCTION

Silver production in Canada during the first seven months of 1939 totalled 13,323,130 ounces compared with 13,251,179 ounces in the corresponding period of 1938.

FRUIT AND VEGETABLE ORDERS

Notice is given that the Minister has directed that the suspension of application of value fixed for Cabbage in respect of importation into the Provinces of Ontario, Quebec, Manitoba, Saskatchewan, Alberta and British Columbia (vide Fruit and Vegetable Bulletin No. 5 (1939) Supplements Nos. 4 and 5) be withdrawn effective the 15th November, 1939, and the value fixed shall apply on and after that date. Provided that the value fixed shall not apply to importations into the above mentioned Provinces which were bona fide purchased and in transit to the purchaser in Canada on or before the 14th November, 1939, and entered at Customs on or before the 24th November, 1939.

The Minister has ordered that the fixed valuation for duty purposes on Cauliflower, as set forth in Fruit and Vegetable Bulletin No. 20 (1939), be cancelled effective on entries on and after the 24th November, 1939.

Notice is given that the Minister has directed that the suspension of application of value fixed for Beets in respect of importation into the Provinces of Manitoba, Saskatchewan, Alberta and British Columbia (vide Fruit and Vegetable Bulletin No. 6 (1939) Supplement No. 4) be withdrawn effective the 15th November, 1939, and the value fixed shall apply on and after that date. Provided that the value fixed shall not apply to importations into the above mentioned Provinces which were bona fide purchased and in transit to the purchaser in Canada on or before the 14th November, 1939, and entered at Customs on or before the 24th November, 1939.

Notice is given that the Minister has directed that the suspension of application of value fixed for Carrots in respect of importation into the Provinces of Manitoba, Saskatchewan, Alberta and British Columbia (vide Fruit and Vegetable Bulletin No. 8 (1939) Supplement No. 4) be withdrawn effective the 15th November, 1939, and the value fixed shall apply on and after that date. Provided that the value fixed shall not apply to importations into the above mentioned Provinces which were bona fide purchased and in transit to the purchaser in Canada on or before the 14th November, 1939, and entered at Customs on or before the 24th November, 1939.

The Minister has ordered that the fixed valuation for duty purposes on Pears, as set forth in Fruit and Vegetable Bulletin No. 19 (1939), be cancelled effective on entries on and after the 25th November, 1939.

FRUIT AND VEGETABLE RULINGS

The Minister of National Revenue has directed that the application of the value fixed for Pears imported into Canada, as per Fruit and Vegetable Bulletin No. 19 (1939), be suspended until further notice in respect of importation into the provinces of Manitoba, Saskatchewan, Alberta and British Columbia, effective on entries on and after the 15th November, 1939.

HONEY TO UNITED KINGDOM

In normal times nearly 25 per cent of the honey imported into the United Kingdom is Canadian. In 1938 the total exports from the Dominion to the United Kingdom amounted to more than 4,500,000 pounds. Last year honey production in Canada reached the record figure of 37,000,000 pounds; this year it is estimated the output will be between 25 and 26 million pounds.

More than 40 countries supply the United Kingdom with honey, but the Canadian product in recent years has held a primary position on the British market due to its high quality and flavour.

IMPORTS OF MEATS

A sharp advance was recorded in Canada's September import of meats, the value being $441.568 compared with $182,473 in the corresponding month last year. The United States accounted for a total of $307,502, Argentina $72,995, Uruguay $27,888 and the United Kingdom $16,589. Pork was the leading item from the United States with canned beef from Argentina and Uruguay.

NEWS AND COMMENT

Toronto: Packages received and entered at the Customs express branch, Toronto, during the month of October, numbered 20,628, an increase of 25 compared with the same month a year ago. Entries numbered 4,190, an increase of 20, while collections amounted to $198,501, a drop of $14,725. At the Customs postal branch the number of packages received in October was 32,367, decrease 3,660, packages delivered 30,039, decrease 3,212, number of entries 2,958, decrease 75, while collections totalled $61,255, a decrease of $14,687.

Twenty-eight aeroplanes, inward and outward, carrying in all 40 passengers, reported through the Customs air harbour during October. Of this total 26 were United States planes carrying in all 38 passengers and 2 were Canadian with one passenger each. During October last year 36 aeroplanes were cleared, while passengers numbered 43.

Winnipeg: Riding Mountain National Park in Manitoba had a record tourist season this year. A total of 33,742 automobiles carrying 122,880 visitors entered the park during the period April 1 to September 30. This was an increase of 2,923 cars and 6,166 passengers compared with the corresponding period a year ago.

Canadian cars entering the park numbered 32,435 and carried a total of 117,698 passengers, from nearly all provinces in the Dominion. Cars of foreign registration numbered 1,307 and carried 5,182 visitors, practically all of which came from the United States. Riding Mountain Park is located about one hundred miles north of the International Boundary, and is served by several main highways.

Montreal: A summary of international air traffic through the Customs Air Harbour, St. Hubert, Quebec, for the month of October, shows that a total of 300 aeroplanes, carrying in all 2,299 passengers and 2,833 pieces of baggage, was handled. Compared with October last year these totals represent an increase of 50 in the number of planes, of 1,287 in the number of passengers and of 1,485 in pieces of baggage. Totals in detail for October, 1939, showing comparison with the same month last year, were as follows:—

Aeroplanes inward 152, increase 25, outward 142, increase 25; passengers inward 1,116, increase 660, outward 1,183, increase 627; pieces of baggage inward 1,431, increase 828, outward 1,403, increase 657; express packages inward 71, increase 21, outward 17, increase 5; bags of mail inward 481, decrease 110, weight 3,822 pounds, decrease 5,186, outward 550, increase 137, weight 3,605 pounds, decrease 1,716.

The value of imports during October was $16,326 as against $5,534 imported in October, 1938. Nine flights inward and 8 outward were cancelled owing to weather conditions. This compares with 4 inward and 5 outward cancelled during October last year.

Niagara Falls: Owing no doubt to the unsettled condition in world affairs, automobile tourist traffic through the port of Niagara Falls during October decreased at nearly all points compared with October, last year. Automobiles inward and outward numbered 140,370, a decrease of 43,934, while passengers totalled 540,949, a drop of 166,126. Traffic totals in detail were as follows: United States cars inward 44,791, outward 43,623; Canadian cars inward 26,634, outward 25,322; other vehicles inward 2,338, outward 2,307; passengers inward 272,001, outward 268,948.

A total of 7,940 sixty-day touring permits was issued during October, while 7,849 touring permits were issued for Canadian cars outward. United States cars entered for stays of 48 hours or less numbered 36,794. Buses inward totalled 1,328, outward 1,305.

Montreal: Revenue collected at the Customs express branch, Montreal, during October amounted to $179,879. Packages received numbered 16,151, entries 2,698. Postal branch collections in October totalled $60,490, while parcels received numbered 20,301, parcels cleared 19,830, entries 1,641. Compared with October last year these totals for both express and postal branches represent decreases at nearly all points.

QUESTION BOX AND LETTER BAG

RE SIGNING OF INVOICES

F. J. Bell, Computing Clerk at Toronto, writes:—

With respect to an article appearing in "Question Box and Letter Bag" of the November issue, from Customs-Excise Clerk T. T. Burton of Walkerville, Ontario, I would respectfully refer this Officer to "Instructions to Port Officers" A-6 Revised, issued on September 12th, 1939, and which reads as follows:—

"Superseding Memoranda 1297B, 1587B, and other instructions.

SPECIAL INSTRUCTIONS REGARDING PROCEDURE IN MARKING AND FILING INVOICES AND ENTRIES AND TRANSMITTING SAME.

1. Invoices must be presented in duplicate. Entries are required in duplicate at ports and in triplicate at outports. Clearly legible "carbon" copies of invoices in a permanent colour, signed by hand in ink by the exporter, may be accepted for entry purposes. If only one signed invoice is available, a true copy may be accepted as a duplicate. The original entries and signed copies of invoices must be retained at the port or outport where presented.

RE SETTLERS' EFFECTS QUESTION

W. J. C. Wright, Account Clerk at Walkerville, writes:—

In connection with Mr. T. R. Moulton's letter in the November Review in regard to the subsequent payment of Customs Duty and Excise Taxes on an automobile entered under Tariff Item 705a as Settler's Effects, it would appear that the rates of duty and taxes in effect at the time of entry for consumption would be proper. At time of importation (in this case April, 1939) this party was a bona fide settler and was entitled to the provisions of Tariff Item 705a. His status apparently did not change until September, 1939, and the rates in effect at that time would seem to apply.

JUST AMONG OURSELVES

NOVEMBER-DECEMBER

ADDITIONS

QUEBEC

LACOLLE: G. Gagné, Stenographer, Grade 1.

ONTARIO

LANSDOWNE: L. Williams, Customs Excise Examiner.
OTTAWA: H. V. Trewin, Clerk, Grade 1.
TORONTO: B. Pomerlan, Office Boy.

MANITOBA

BRANDON (Goodlands): J. J. Conroy, Sub-Collector of Customs and Excise, Limited Service Outport.
BRANDON (Lena): H. N. Privat, Sub-Collector of Customs and Excise, Limited Service Outport.

CUSTOMS INSPECTION

HALIFAX: A. J. Gunn, Stenographer, Grade 1.

AUDIT SERVICE

MONTREAL: T. G. Choquette, Excise Tax Auditor, Grade 2.

LABORATORY BRANCH

OTTAWA: G. F. Bergin, Laboratory Assistant.

ADMINISTRATIVE

P. M. Leonard, Stenographer, Grade 1.

DEDUCTIONS

NOVA SCOTIA

AMHERST: D. C. McLeod, Cashier and Computing Clerk (Retired).

QUEBEC

LAKE MEGANTIC: J. A. Brulotte, Customs Excise Examiner (Resigned).
MONTREAL: William Beriault, Customs Excise Examiner (Retired); J. R. H. Saux, Customs Truckman (Died).
QUEBEC: J. J. R. Rouleau, Customs Excise Examiner (Resigned).

ONTARIO

LANSDOWNE: M. B. Boyd, Customs Excise Examiner (Resigned).
SAULT STE. MARIE: C. E. M. B. Farwell, Special Customs Examiner (Female), (Resigned).

MANITOBA

BRANDON: F. C. Dundas, Collector of Customs and Excise, Grade 2 Port (Retired).

ALBERTA

EDMONTON: G. W. Elliott, Customs Appraiser (Retired).

BRITISH COLUMBIA

VICTORIA: Fred King, Customs Truckman (Retired).

Administrative

E. G. Easterbrook, Stenographer, Grade 1 (Reassigned to another Department); S. P. Wheelock, Assistant Private Secretary (Resigned).

PROMOTIONS

Quebec

Montreal: J. L. G. Deschenes, from Customs Excise Clerk to Special Exciseman, Grade 1.

Ontario

Windsor: E. G. Carter, from Customs Excise Examiner to Customs Appraiser, Grade 1.

Manitoba

Brandon: H. E. Hannah, from Senior Customs Excise Clerk to Collector of Customs and Excise, Grade 2 Port.

British Columbia

Vancouver: P. H. Lowes, from Clerk, Grade 1, to Customs Truckman; C. D. Watt, from Customs Excise Examiner to Special Exciseman, Grade 1.

Administrative

N. T. W. Bennett, from Clerk, Grade 1, to Clerk, Grade 2; T. V. Doyle, from Assistant Chief, Customs Drawbacks Branch, to Chief Clerk.

Investigation—Drawbacks

Halifax: James Dunlop, from Investigator of Drawback Claims to Investigator of Drawback Claims, Grade 2.

Montreal: W. T. Reid, from Senior Investigator of Drawback Claims to District Supervisor of Drawback Investigators.

Hamilton: H. S. Moss, from Senior Investigator of Drawback Claims to District Supervisor of Drawback Investigators.

London: T. W. Stone, from Senior Investigator of Drawback Claims to District Supervisor of Drawback Investigators.

Oshawa: A. T. Findlay, from Senior Investigator of Drawback Claims to District Supervisor of Drawback Investigators.

Toronto: M. S. Benson, from Senior Investigator of Drawback Claims to District Supervisor of Drawback Investigators; W. G. Paul, from Inspector of Customs and Excise to Chief Investigator of Drawback Claims.

Windsor: A. T. Mason, from Senior Investigator of Drawback Claims to District Supervisor of Drawback Investigators.

Winnipeg: E. V. Allen, from Senior Investigator of Drawback Claims to District Supervisor of Drawback Investigators.

Vancouver: F. M. Lavell, from Senior Investigator of Drawback Claims to District Supervisor of Drawback Investigators.

PROMOTIONS AND TRANSFERS

British Columbia

E. O. Gaube, from Collector of Customs and Excise, Grade 1 Port, Penticton, to Special Exciseman, Grade 1, New Westminster; D. M. Kennedy, from Customs Excise Examiner, New Westminster (Boundary Bay), to Special Exciseman, Grade 1, New Westminster.

Customs Inspection

D. E. Gallant, from Customs Excise Clerk, Charlottetown, to Senior Customs Excise Clerk, Customs Inspection (Charlottetown).

TRANSFERS

Quebec

J. R. E. Charest, from Customs Excise Examiner, Grade 1 Outport, Sherbrooke (Comins Mills) to Customs Excise Examiner, Lake Megantic.

Ontario

E. W. Moss, from Sub-Collector of Customs and Excise, Grade 1 Outport, Hamilton (Port Maitland), to Customs Excise Clerk, Hamilton; N. F. Phelan, from Clerk, Grade 1, Toronto, to Clerk, Grade 1, London.

Undervaluation

M. E. T. McAndrew, from Clerk, Grade 1, Ottawa, to Clerk, Grade 1, Toronto.

INCOME TAX COLLECTIONS BY DISTRICTS

Comparative statement of net collections by districts received during the months April to November inclusive, of the fiscal years 1938-39 and 1939-40. (Decrease marked*.)

Districts	1938-39	1939-40	Increase or Decrease
	$ cts.	$ cts.	$ cts.
Charlottetown	474,076 86	436,938 37	*37,138 49
Halifax........	2,085,863 07	1,772,972 82	*312,890 25
Saint John....	1,474,716 83	1,168,804 45	*305,912 38
Quebec.	1,469,064 69	1,529,410 22	60,345 53
Montreal......	32,310,130 44	31,115,327 07	*1,194,803 37
Ottawa.......	7,388,666 50	7,119,885 50	*268,781 00
Kingston......	266,202 27	412,401 96	146,199 69
Belleville....	565,685 52	492,525 52	*73,160 00
Toronto......	43,621,112 24	39,621,110 30	*4,000,001 94
Hamilton....	8,137,888 25	7,527,988 93	*609,899 32
London......	10,648,149 75	9,537,736 31	*1,110,413 44
Fort William..	469,201 76	386,790 13	*82,411 63
Winnipeg......	3,509,005 23	3,183,619 98	*325,385 25
Regina........	290,192 83	306,308 86	16,116 03
Saskatoon.....	157,864 19	165,746 21	7,882 02
Calgary	1,434,709 48	1,712,137 18	277,427 70
Edmonton....	522,065 89	545,030 88	22,964 99
Vancouver....	10,009,262 48	8,175,577 60	*1,833,684 88
Yukon........	44,730 78	83,150 40	38,419 62
Total	124,878,589 06	115,293,462 69	*9,585,126 37

COMPARATIVE STATEMENT OF CUSTOMS AND EXCISE REVENUE RECEIVED DURING THE MONTH OF NOVEMBER, 1938 AND 1939,

—	1938	1939	Increase	Decrease
	$ c.	$ c.	$ c.	$ c.
CUSTOMS DUTIES	8,437,636 49	10,993,757 14		
Less Refunds and Drawbacks	1,197,035 54	1,081,923 86		
Net	7,240,600 95	9,911,833 28	2,671,232 33	....
EXCISE TAXES	15,509,268 53	17,165,009 98		
Less Refunds and Drawbacks	310,050 81	349,556 62		
Net	15,199,217 72	16,815,453 36	1,616,235 64	....
EXCISE DUTIES	4,763,892 51	6,317,262 22		
Less Refunds and Drawbacks	37,879 64	324,555 61		
Net	4,726,012 87	5,992,706 61	1,266,693 74	....
SUNDRY COLLECTIONS	72,755 48	45,905 17		
Less Refunds	10 00	67 76		
Net	72,745 48	45,837 41	....	26,908 07
Net Totals	27,238,577 02	32,765,830 66	5,554,161 71	26,908 07
Net Increase	....	....	5,527,253 64	....

TOTALS FOR EIGHT MONTHS

—	1938–39	1939–40	Increase	Decrease
	$ c.	$ c.	$ c.	$ c.
CUSTOMS DUTIES	62,430,872 76	70,166,679 65		
Less Refunds and Drawbacks	6,685,667 46	6,805,274 50		
Net	55,745,205 30	63,361,405 15	7,616,199 85	....
EXCISE TAXES	110,136,465 41	101,825,263 78		
Less Refunds and Drawbacks	2,423,904 85	2,605,949 30		
Net	107,712,560 56	99,219,314 48	....	8,493,246 08
EXCISE DUTIES	36,709,374 57	42,893,461 45		
Less Refunds and Drawbacks	350,401 84	649,943 22		
Net	36,358,972 73	42,243,518 23	5,884,545 50	....
SUNDRY COLLECTIONS	493,777 49	389,197 06		
Less Refunds	191 74	94 65		
Net	493,585 75	389,102 41	....	104,483 34
Net Totals	200,310,324 34	205,213,340 27	13,500,745 35	8,597,729 42
Net Increase	....	....	4,903,015 93	....

COMPARATIVE STATEMENT OF INCOME TAX REVENUE RECEIVED DURING THE MONTH OF NOVEMBER, 1938 AND NOVEMBER, 1939

—	November 1938	November 1939	Increase	Decrease
	$ c.	$ c.	$ c.	$ c.
Net Collections	4,436,474 02	3,786,300 36	....	650,173 66

TOTALS FOR EIGHT MONTHS

—	1938-39	1939-40	Increase	Decrease
	$ c.	$ c.	$ c.	$ c.
Net Collections	124,878,589 06	115,293,462 69	....	9,585,126 37

Department of National Revenue

Minister of National Revenue
THE HONOURABLE J. L. ILSLEY, K.C.
Private Secretary, MISS A. L. WICKWIRE, M.A.

Commissioner of Customs, H. D. SCULLY
Commissioner of Excise, DAVID SIM
Commissioner of Income Tax, C. F. ELLIOTT, K.C.
Assistant Commissioner of Customs, L. F. JACKSON
Assistant Commissioner of Excise, V. C. NAUMAN
General Executive Assistant, P. L. YOUNG

The
National Revenue Review

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January, 1940

Vol. XIII No. 4

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Department of National Revenue

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THE HONOURABLE J. L. ILSLEY, K.C.
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Commissioner of Customs, H. D. Scully
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The National Revenue Review

Issued Every Month by the Department of National Revenue

J. Sydney Roe, Editor

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Another Page is Turned

IN the book of the years another page is turned. The old year has tottered from the crowded stage of Time and 1940 makes its bow. What it has in store for us no one knows but one thing is certain. The British peoples face the future confident not only in the righteousness of the cause for which they have drawn the sword but in the ultimate victory of right over might. We of the Department of National Revenue can play our part by increased devotion to our duties, many of which have been amplified by the onset of conflict. They also serve who do the humble tasks of the day willingly and cheerfully. To all in the service of the Department and to readers of the REVIEW generally, the *Editor* extends his good wishes for the New Year. This issue has been largely prepared and edited by him while lying in a hospital bed. So " cheerio " and do not forget to keep those " chins up."

Death of Mr. Caven

TO those of us who knew Mr. Caven not only at headquarters where he was for many years a familiar and respected figure but at the ports throughout Canada the news of his passing in his 80th year at his home in Montreal on December 17 brought a deep sense of bereavement. William Caven was a gentleman in every sense of that word. He had the capacity of making friends and what is more important of keeping them. He had a lengthy period of service in the Department covering 53 years and retired about six years ago after a distinguished career. He will be remembered long, with affection, by the *Editor* and by his former colleagues who valued his wise counsel and friendship. Here is a brief note of his years of service.

William Caven, O.B.E., was formerly Dominion Inspector of Excise. He entered the old Department of Inland Revenue in 1880 at the age of 20. The following year he was transferred to Toronto and in 1883 was permanently appointed as an Excise officer. Transferred to Montreal and then to Victoria, in 1901 he was appointed Deputy Collector of Inland Revenue in Montreal. Eight years later he was promoted to Collector of Inland Revenue at Montreal. In 1914 he was promoted to Dominion Inspector of tobacco factories, with headquarters at Ottawa, and in addition, two years later was made Dominion Inspector of Inland Revenue and Dominion Preventive Officer. He was appointed Dominion Inspector of Excise in 1919.

In recognition of his services his name was included in the New Year's Honour List of 1935, when he was given the Order of the British Empire.

An Avalanche of Christmas Parcels

DESPITE war conditions, the Customs postal parcels branches at the leading posts were exceedingly busy during the past Christmas and New Year season. The *Editor* has received the following interesting description of how the handling of these wrapped tokens of good-will entering Canada from other countries was done speedily and efficiently.

Arrangements made for providing prompt and efficient service to the public in the Customs postal and express branches, Toronto, for the speedy handling of mail in the sortation department, during the Christmas period, were as follows:—

The regular staff of the postal branch was augmented by experienced officers from other departments, where business at this time of the year is lighter. Mr. McCormack, Principal Clerk of the postal branch, had supervision of the Customs sortation staff at Postal terminal "A," which consisted of officers in this department who are familiar with the separation of dutiable and non-dutiable mail matter, and who completed the sortation of mails as they arrived throughout the twenty-four hours of each day. The postal authorities extended their usual co-operation to expedite delivery of Christmas parcels. A number of officers arrived in the postal branch at 8 a.m. during the holiday season, for the purpose of placing dutiable packages in their respective bunks before 9 o'clock. Commencing December 15, the postal branch remained open for the convenience of the public until 6 p.m.

Arrangements for handling the Christmas rush at the express branches were the same as in previous years, and the hours at both the express and postal branches were extended from December 15 to January 2, inclusive, until 6 p.m. No leave was granted to officers in either of these branches, as it was essential that every possible service should be extended to the public, and to insure this, a complete staff was necessary.

Special arrangements were made at the port of Montreal to meet the Christmas rush at the postal and express branches. Several men employed on the wharf during navigation season were added to the staff at these branches. This measure is resorted to every year to expedite business and to insure a prompt and efficient service.

As in former years, the number of men was doubled at certain wickets and junior clerks with office boys were on hand to act as parcel carriers. This permitted computing clerks to remain at their post to devote their entire time to the public. As in the past, the Customs postal parcels branch opened its doors at 9 a.m. and closed them at 6 p.m., from December 15 to 31, inclusive.

E. W. Prowse, Superintendent, informs the *Editor* that as usual the Customs postal branch, Winnipeg, remained open until 6 p.m. from December 15 to January 3, inclusive, to allow the public to clear parcels. The sortation staff at the Post Office commenced work two hours earlier in order to handle the extra number of parcels received. Extra staff was placed on the counter to assist the computing clerks as required.

Many humorous incidents occurred during the period, one of which was the receipt of the following letter from an importer in the country:—

> I am enclosing a signed card, and 7c. duty upon 35c. order. I had only 10c., dime, in letter enclosed to Mr. Smith, and you said 30c., what is wrong with your eye? It often multiplies assessment. I am attaching illustration from catalogue to Customs card and kindly examine it good—don't have any more optical illusions.

Arrangements for handling the Christmas business at the Customs express branch, Winnipeg, which is under the supervision of S. Carberry, during the Christmas and New Year season, were the same as those used heretofore and which have proved so satisfactory.

The Express companies arranged to clear and deliver all packages which by their general appearance were Christmas gifts, and certain of the branch officers were detailed to look after this business. Out-of-town shipments were given prompt attention in an endeavour to have the gifts arrive at their destination before Christmas day. To cope with local business the Express companies hired extra trucks and staff.

The following incident was the only real highlight of the season to occur at this branch:—

> One day during the Christmas rush a young lady presented herself at the counter to obtain delivery of a parcel of presents from her relatives in the United States. The value of the parcel was declared by the shipper to be $20 and the young lady stated that the family consisted of father, mother and herself. It was

explained to her that there would be no duty if the value in any one case did not exceed five dollars, but in spite of this explanation she kept insisting that the package was entitled to entry as a casual donation because—hesitatingly—the family expected to be increased by one before Christmas day.

The Christmas parcel post branch at the port of Vancouver, B.C., which is under the supervision of D. C. Darrach, prepared for the usual increase in business anticipated at the Christmas season, by augmenting the regular staff by assistance drawn from other branches. This assured the public the same courteous and speedy service as in other years.

The Customs express branch, Vancouver, under the supervision of A. H. Hopgood, is not usually affected to the same extent as the parcel post branch at the Christmas season. However, thorough preparations were made to ensure that the business of this branch would be carefully and expeditiously handled.

The efficiency with which these branches conduct the public business is largely due to the improved quarters in the examining warehouse where they are now situated.

Good Work at the Border

LETTERS of appreciation for work well done are always, whenever received, a welcome part of the daily mail, and the following letter received by the Department recently, from a traveller residing in Philadelphia, is of this nature:—

> In your mail each day, no doubt, the large majority of letters received are complaints, criticisms, or requests for something, but this little note is intended to be entirely different and simply to express to you appreciation and thanks for the courtesy your men at various points along the border extend to me from time to time as I cross and recross on business.
>
> This year, the change in your regulations that allowed me to use my automobile for business since summer has been perhaps the best single thing to look back over, for I did use the car during the last couple of months in Ontario and Quebec and was able to call upon customers that had never seen us in the many years that we have done business with some of them. It was a satisfaction to be able to carry a few samples, stop off in the small cities, go back again to see a man who might have been out at the moment, and to ride up to your hotel door at night and leave it the same way the next morning without waiting for buses, trains, etc.
>
> The courtesy I received with my samples, both entering and leaving, is a great contrast to what I look back over years ago when I have seen them hold up a train to obtain a few cents in duty from me more than once for certain little things I was carrying and, all in all, most of us who travel regularly back and forth into the Dominion share the same idea that I have, in that it is a pleasure, to-day, rather than an ordeal, to come to Canada, and all along the line the feeling is improving between the two countries.
>
> Your men at the border—and I crossed at quite a few points—do everything they can to make it easy for us and you have evidently instilled the thought of extending courtesy, as the overbearing dispositions seem to have passed out of the picture these last few years.
>
> You are to be complimented, and I only hope that our American Customs Officers are as courteous, as helpful, and as willing to make as little trouble for the people as actually has to be as are yours.

Dogging the Moonshiners

SMUGGLING of liquor in the Maritimes is reported to be practically ended. Two factors are responsible. The first of these is the vigilance of the R.C.M. Police and the second, the war, which has cut off most of the smugglers' sources of supply.

With " real stuff " unobtainable there were for a time indications that illicit distillation was on the increase, especially in one section of Nova Scotia where the nature of the territory seemed to be suitable for the effective concealment of stills.

To the dismay of the moonshining fraternity an unexpected foe to their enterprise made his appearance, and so effective has been his work that the R.C.M. Police report the moonshiners are completely defeated and are at a loss to know what tactics to employ.

Officially known as SD No. 111, the nemesis of the law-breakers is " Egon," a German shepherd dog, whose talents for locating illicit stills has earned him the honour of being shown as an assistant seizing officer on Excise seizure reports. Recently several cases have been reported to the department in which stills were discovered which were so effectively hidden that it is very probable they would not have been detected had not the R.C.M. Police had the assistance of " Egon."

When Does a Year Begin?

FATHER TIME has experienced great difficulty throughout the centuries in dating the birthday of a year. First one date and then another has been agreed upon, and at times there were almost as many different New Year days as there were nations. However, there was some co-ordination, and until 1753 England, Germany, Denmark and Sweden celebrated the year's advent on March 25th. After that date they changed to January 1st of the Gregorian calendar.

Russia and Greece clung to the Julian calendar contrived by Julius Caesar, in which the 1st of January occurs 12 days later than in the Gregorian calendar. As a result, those countries had their New Year's Day on the 13th of January. But Russia, in 1918, and Greece, in 1923, swung over to the Gregorian system.

As far back as 251 B.C. the Romans considered January the first month of the year, hence January 1st, New Year's Day. Janus, after whom the month was named, was one of the most revered of Roman divinities, taking precedence over all other gods, even of Jupiter. He was the spirit of the doorway, and there is nothing in the mythology of any other Aryan nation to correspond to him. His name comes from the Latin word *janua,* "a gate" or "opening." He was invoked at the beginning of all undertakings, at the birth of human life, at the beginning of day, of the agricultural season, and especially at the commencement of a year. As the spirit of openings, Janus was the god under whose care were all *januae,* or gates, in Rome; above all, he was the protector of the archway out of which the army marched to war and by which it returned. This archway, which in later times was replaced by a temple to Janus, naturally had its gates open in time of war and closed in time of peace. As the gates opened both ways, Janus was represented by an image having two faces that looked in opposite directions.

The ancient Egyptians, Phoenicians and Persians began their year with the 21st of September, the autumnal equinox. In the time of Solon, the Greek new year began at the winter solstice, December 21st; but in the time of Pericles the date was changed to June 21st, which marks the summer solstice.

New Year's Day for the older Chinese was a movable festival, just as the Easter dates in Christendom change from year to year. New Year's Day was determined by the date of the first moon after the sun entered the constellation of Aquarius. Computed in this manner, the Chinese New Year's Day might come as early as the 21st of January, or it might be as late as the 19th of February. However, both China and Japan have recently adopted the Gregorian calendar, bringing their New Year's Day to the familiar January 1.

The Jews have two New Year days. The civil year begins on the 1st day of Tishri, which corresponds roughly to the month of September; and the ecclesiastical year begins on March 21st, the date of the spring equinox.

More Canadian Cars Reported Outward

THE number of Canadian motor cars reported outward for touring purposes during November increased by 23,486 compared with the same month a year ago, totals for the respective months being 70,994 and 47,508. Departmental statistics show that cars reported outward under touring permit for stays of more than 48 hours numbered 19,225, for 48 hours or less 51,769. Ontario issued 7,632 permits for Canadian cars outward for extended stays, Quebec 4,049 permits, British Columbia 3,841, Alberta 1,086, Saskatchewan 1,000, Manitoba 862, New Brunswick 753, Nova Scotia 2.

A summary of 60-day touring permits issued Canadian motor cars, by principal ports and outports, during November, gives the following: Windsor 2,704, Pacific Highway, B.C., 1,706, Niagara Falls 1,564, Rock Island, Que., 1,187, Phillipsburg, Que., 1,139, Fort Erie 1,106, Coutts, Alta., 906, Lacolle, Que., 815, Sarnia, Ont., 668, Huntingdon, B.C., 644, Emerson, Man., 612, Lansdowne, Ont., 547, St. Stephen, N.B., 398, Paterson, B.C., 350.

During the eleven months period from January 1 to November 30, 1939, the increase in the number of Canadian cars outward for touring purposes, compared with the same month of 1938, was 192,881.

Departmental Rulings

"Ames" Open Head 8⅜" Swing Bench Lathe, Model No. 3, manufactured by the B.C. Ames Company, Waltham, Mass., at the present time is held to be of a class or kind made in Canada and dutiable at 25 per cent ad valorem, item 427, under the Canada-United States Trade Agreement.

Vertical Broach Machine, Model T-4-24, manufactured by American Broach and Machine Company, Ann Arbor, Mich., at the present time is held to be of a class or kind not made in Canada and admissible at 10 per cent ad valorem, item 427a, under the Canada-United States Trade Agreement. Motor—Item 445g.

"Harris" Light Single End Tenoner and the "Harris" Bench Tenoner, manufactured by the Millbury Machine Company, Millbury, Mass., at the present time are held to be of a class or kind made in Canada and dutiable at 25 per cent ad valorem, item 427, under the Canada-United States Trade Agreement.

"National" ½-Inch Boltmaker, manufactured by the National Machinery Company, Tiffin, Ohio, at the present time is held to be of a class or kind not made in Canada and admissible at 10 per cent ad valorem, item 427a, under the Canada-United States Trade Agreement. Motor—Item 445g.

"National" 2-Inch High Duty Forging Machine, manufactured by the National Machinery Company, Tiffin, Ohio, at the present time is held to be of a class or kind not made in Canada and admissible at 10 per cent ad valorem, item 427a, under the Canada-United States Trade Agreement. Motor—Item 445g.

"Sunstrand" No. 53 Drilling and Centering Machine, manufactured by the Sundstrand Machine Tool Co., Rockford, Ill., at the present time is held to be of a class or kind not made in Canada and admissible at 10 per cent ad valorem, item 427a, under the Canada-United States Trade Agreement. Motor—Item 445g.

One Hundred Dollars Exemption

OVER eight and a half million dollars worth of goods, nearly half of which was clothing, were brought in by returning Canadians duty free under the one hundred dollars exemption clause provided in the Customs Tariff, during the ten months period from January 1 to October 31, 1939. The total value of this travellers' baggage brought in from all countries was $8,521,088, of which amount $8,125,202 came from the United States. Compared with the same months of 1938 these totals represent increases of $1,230,081 in the total amount and $1,473,192 in United States goods alone. Clothing imports were valued at $3,901,821, all of which, with the exception of $182,116, was from the States. The second largest item was furniture and household appliances totalling $1,072,947, of which $1,039,093 was from across the border. Then followed boots and shoes $834,245, with $819,356 purchased in the States; radios $722,612, of which $719,705 came from the United States. Automobile tire and tube imports totalled $138,431 and automobile accessories $83,134. Of these amounts $138,410 and $83,065 respectively came from the United States. All other imported goods were classified as Miscellaneous Commodities, totalling in value $1,767,898, of which amount $1,605,868 was from the United States.

During the month of October goods brought into Canada under this tariff provision amounted in value to $811,252 as against $1,110,998 entered during October, 1938, a difference of $299,746. Goods from the United States alone for these months were valued at $785,553 and $1,007,212 respectively. Totals in detail for October, showing values brought in from all countries, with totals from the United States in brackets, were: clothing $354,301 ($343,748); furniture and household appliances $111,185 ($111,173); boots and shoes $78,260 ($76,661); radios $70,108 ($69,735); automobile tires and tubes $13,689 ($13,689); automobile accessories $11,093 ($11,088); miscellaneous commodities $172,616 ($159,459).

Air Traffic Increased

INTERNATIONAL air traffic through the Customs Air Harbour, St. Hubert, Quebec, increased substantially during the month of November last compared with the same month in 1938. A total of 290 planes, inward and outward, was cleared, an increase of 84, while passengers numbered 1,943, an increase of 1,244, and pieces of baggage carried 2,421, an increase of 1,571. Totals in detail for November, showing comparisons with the same month of 1938, were:—

Aeroplanes inward 144, increase 42, outward 146, increase 40; passengers inward 917, increase 584, outward 1,026, increase 660; pieces of baggage inward 1,152, increase 757, outward 1,269, increase 814; express parcels inward 79, increase 30, outward 16, increase 7; bags of mail inward 491, decrease 28, weight 3,951 pounds, decrease 4,644, outward 540, increase 298, weight 3,809 pounds, increase 426.

The value of importations during November was $5,941 as against $3,095 for November, 1938. Two flights inward and 2 outward were cancelled during the month owing to weather conditions. This compares with 8 inward and 8 outward cancelled during the same month a year ago.

"Made in Canada" Rulings

PROPELLERS, solid and sectional, and Propeller Blades, Bronze, all sizes, for the equipment of ships and vessels, are now of a class or kind made in Canada.

NOTE.—This ruling transfers Bronze Propellers with blades over 1,000 pounds each and Bronze Propeller Blades over 1,000 pounds each from the category of "a class or kind not made in Canada" to that of "a class or kind made in Canada," and in respect to such goods is to be effective three weeks from the date hereof, viz., December 14, 1939.

Importation and Exportation of Coal and Coke

UNDER authority of Order in Council P.C. 3470 of November 2, 1939, the Wartime Prices and Trade Board was authorized to license all persons dealing in coal and coke effective as from December 1, 1939.

To enable the Board to more effectively supervise this licensing Collectors are instructed that entries for the importation or exportation of coal and coke are not to be accepted unless the number of the licence issued by the Coal Administrator is shown on the Customs entry.

These instructions are effective on all imports and exports of coal and coke on and after the 1st day of December, 1939, but do not apply to casual importations or exportations not exceeding five tons.

For the purpose of this Order coal and coke is defined as follows:—

> " Coal " shall mean anthracite, bituminous and lignite coals, domestic or imported, including briquettes or other processed forms of such coals;
>
> " Coke " shall mean all cokes, whether domestic or imported, including those known commercially as " beehive coke," " by-product coke," " gas coke " and " petroleum coke."

Canada's External Trade

CANADA'S external trade showed a further gain in October last, totalling $170,471,796 compared with $156,020,853 in September and $153,162,868 in October, 1938. Domestic exports aggregated $90,432,856 compared with $81,461,185 in September and $88,168,954 in 1938, while imports were valued at $79,053,266 compared with $73,564,271 in September and $63,908,940. Foreign exports amounted to $985,674 compared with $995,397 in September and $1,084,974 in October, 1938. Canada's trade balance was favourable in October to the extent of $12,365,264 compared with $8,892,311 in September and $25,344,988 in October, 1938.

Marking of Imported Goods

REFERRING to Supplements Nos. 3 and 4, to Memorandum Series D No. 1, Revised 1939, adding to the list of articles required to be marked with an indication of the country of origin on importation into Canada, effective on and after the 1st January, 1940, Collectors are advised that it has been decided to suspend the coming into force of the Marking Regulations until the 1st July, 1940, in respect of the following items:—

31. Pen knives, jack knives and pocket knives of all kinds; scissors and shears.
33. Sheets, pillow cases, towels, wash cloths, bath mats, household blankets (including so-called flannelette sheets), automobile rugs and steamer rugs wholly or in chief value of cotton; bedspreads, quilts, counterpanes, tablecloths, tray cloths, runners, scarves, napkins and doilies wholly or in chief value of cotton or artificial silk; handkerchiefs of all kinds; bed sheets of rubber.
35. Hand tools; bits and drills; hinges, hasps, door bolts and butt hinges of steel, brass or bronze.

Goods coming within the categories of the remainder of the items mentioned in Supplement No. 3, imported on and after the 1st January, 1940, will require to be marked as previously instructed.

The regulations under paragraph 37, relative to the marking of packages containing fresh fruit, vegetables or honey, are hereby superseded and the following substituted therefor:—

REGULATIONS.—The indication of the country of origin must be:—

1. (*a*) indelible, plain, and of size reasonably in proportion to the size of the package, label or stencil, one-quarter inch however to be the minimum length of letter or figure;
   (*b*) placed on one end or side of boxes, crates, lugs or barrels;
   (*c*) placed on the lid, handle or one end of other packages;
   (*d*) in the case of bags, stencilled, printed, interwoven or on a suitable tag attached.
2. Lithographed or printed label may be used on boxes and, if of durable material and varnished, may be used on barrel heads.

Stocks of Raw Sugar

THE amount of raw sugar in the refineries of Canada on January 1, 1939, was 78,038,093 pounds, while the quantity received during the period from January 1 to November 4 was 765,381,886 pounds, making 843,419,979 for manufacture. Meltings and sales of raw sugar account for 763,353,243 pounds, leaving 80,066,736 on hand in the refineries on November 4, compared with 3,790,094 at the end of the last four-week period ended October 7, and 89,644,655 on the same date of 1938. Stocks of raw sugar increased 76,276,642 pounds over the amount in store at the end of the last four-week period, which was 9,577,919 less than for the same period in 1938.

Refined Granulated Sugar

THE Minister of National Revenue has ordered that the fixed valution for duty purposes established under authority of Section 43 of the Customs Act on Refined Granulated Sugar, as set forth in Appraisers' Bulletin No. 3815, be cancelled effective on entries on and after the 20th November, 1939.

Excise Duty Collections

COMPARATIVE statement of Excise duty collections, in Canada, during the months of November, 1938, and November, 1939:—

November, 1939, spirits, matured, $1,550,365; November, 1938, $1,177,139. November, 1939, spirits, unmatured, $75,739; November, 1938, $69,770. November, 1939, validation fee, $35,049; November, 1938, $52,540. November, 1939, malt, $956,323; November, 1938, $583,633. November, 1939, beer, $24,406; November, 1938, $15,314. November, 1939, malt syrup, $7,529; November, 1938, $5,366. November, 1939, cigars, $50,149; November, 1938, $42,089; November, 1939, cigarettes, $3,106,615; November, 1938, $2,399,370. November, 1939, manufactured tobacco, $561,771; November, 1938, $457,777. November, 1939, licences, $101; November, 1938, $175. November, 1939, total $6,368,049; November, 1938, $4,803,174.

Comparative statement of tobaccos, cigarettes and cigars entered for consumption, in Canada, during the months of November, 1938, and November, 1939:—

November, 1939, tobacco, cut, 1,968,544 pounds; November, 1938, 1,936,036 pounds. November, 1939, tobacco, plug, 267,234 pounds; November, 1938, 276,845 pounds. November 1939, tobacco, snuff, 61,463 pounds; November, 1938, 78,144 pounds. November, 1939, cigarettes, 632,937,596 pounds; November, 1938, 599,735,605 pounds. November, 1939, cigars, 16,638,665 pounds; November, 1938, 14,016,895 pounds.

INCOMING TOURIST TRAVEL IN NOVEMBER

Nearly a quarter of a million automobiles were brought into Canada by tourists and others during the month of November for stays of from a few hours up to six months, according to figures furnished the Department by its Collectors. With the exception of 41 all cars were from the United States. Cars entered for periods of 48 hours or less numbered 182,701, for periods not exceeding 60 days 52,671, for periods over 60 days but not exceeding 6 months 25, cars entered for purposes other than touring 2,753. The total number of cars entered in November was 238,150, a decrease of 15,575 compared with November, 1938.

A classification according to provinces shows that Ontario entered 27,727 cars during November under 60-day touring permits, Quebec 13,281, British Columbia 5,914, New Brunswick 4,248, Manitoba 870, Alberta 375, Saskatchewan 246, Nova Scotia 10. Ontario also entered the largest number of cars for stays of 48 hours or less, viz., 105,550, and New Brunswick the second largest, viz., 53,343, while Quebec entered the largest number of cars for purposes other than touring with a total of 1,410.

Windsor, Fort Erie and Niagara Falls held first, second and third places, according to a classification by ports, in the number of cars entered under 60-day touring permits, with totals of 11,755, 6,786, and 4,474 respectively. Phillipsburg, Que., was next in order with a total of 2,925 cars, followed by Pacific Highway, B.C., with 2,772, Lacolle, Que., 2,439, Sarnia, Ont., 2,365, Rock Island, Que., 1,758 and Douglas, B.C., 1,087. All other ports and outports in Canada entered less than one thousand cars each under 60-day touring permits during November.

Windsor also held first place in the number of cars entered for stays of 48 hours or less with a total of 38,100. Other ports showing a substantial number of cars entered for short stays were: Niagara Falls 29,732, Fort Erie 28,603, St. Stephen, N.B., 26,684.

While every state in the Union was represented in the automobile tourist influx during November, the number of cars from some southern states was small. For instance just 4 cars were entered from New Mexico, 6 from Mississippi, 8 from Alabama and 12 from Arizona. Florida, however, was represented by 109 cars. The largest number of cars for any one state came from New York totalling 13,665, the second largest number from Michigan, namely 12,882. Other states well represented were: Vermont 6,588, Washington 5,100, Maine 4,361, Massachusetts 1,437, Ohio 1,262, Illinois 745, Pennsylvania 742, New Hampshire 721, California 657.

Of the forty-one automobiles from countries other than the United States brought in during November under 60-day touring permits, 12 were from Mexico, 10 from Hawaii, 6 from Alaska, 5 from Panama, 4 from the United Kingdom, 3 from the Philippine Islands, 1 from Cuba.

DISTILLED LIQUORS

Whiskies and other potable spirits produced in Canada during 1938 and put in bond for maturing totalled 5,286,629 proof gallons with an inventory value of $3,114,268, while whiskies and other potable spirits bottled or shipped in bulk totalled 6,535,907 proof gallons valued at $32,361,604. Other important products were: unmatured alcohol, denatured, 2,804,085 proof gallons valued at $1,213,409, and unmatured alcohol, not denatured, 1,452,531 proof gallons valued at $686,575.

Imports of distilled liquors in 1938 totalled 1,285,682 gallons with a value of $5,934,964. This is a decrease of 22,924 proof gallons as compared with the previous year. Exports, amounting to 2,502,363 proof gallons, were valued at $10,814,331, a decrease of 2,882,252 in the number of gallons and $10,190,140 in the value.

The apparent consumption of spirits in Canada in 1938 totalled 3,875,845 proof gallons.

CANADA'S DOMESTIC EXPORTS

Canada's commodity export trade during the third month of war continued the advancing tendency which has been a feature of the foreign trade since the beginning of 1939. The value of November exports totalled $97,238,850 as compared with $85,979,453 in November, 1938. The total for the eleven months ended November was $823,980,256 as compared with $768,696,252 in the same period of 1938. November exports of foreign commodities amounted to $1,327,190 compared with $851,279 in 1938, while during the eleven months ended November the value was $10,044,403 as compared with $10,124,945 in 1938.

The principal domestic commodities exported in November were as follows, with figures for November, 1938, in brackets: wheat, $14,842,030 ($12,727,305); newsprint, $11,232,352 ($10,838,543); partially manufactured copper, $5,480,006 ($5,673,318); unmanufactured nickel, $5,115,045 ($5,646,887); meats, $4,517,329 ($3,477,319); planks and boards, $3,805,012 ($3,475,130); wood pulp, $3,435,729 ($2,493,187); fish, $2,860,854 ($2,872,224); cheese, $2,754,548 ($1,801,104); automobiles and parts, $2,124,889 ($1,242,907); wheat flour, $1,847,100 ($1,560,868).

Leading exports during the eleven months ended November were as follows, with 1938 figures in brackets: Newsprint, $104,440,675 ($95,565,170); wheat, $83,009,379 ($80,346,216); unmanufactured nickel, $53,746,811 ($49,715,568); partially manufactured copper, $48,997,100 ($48,092,202); planks and boards, $44,859,259 ($32,588,706); meats, $32,092,386 ($33,607,681); wood pulp, $27,068,403 ($25,395,578); fish, $26,094,796 ($24,315,806); automobiles and parts, $23,357,391 ($22,699,187); wheat flour, $13,338,088 ($16,479,797); furs, $12,492,342 ($11,889,247); cheese, $11,724,496 ($10,784,366).

SUGAR PRODUCTION

It is estimated that Canada's production of sugar from the 1939 sugar beet crop will amount to approximately 80,000,000 pounds.

RE: MANUFACTURERS OF MONUMENTS AND MEMORIALS

The Minister of National Revenue has established the following regulations, under authority of Section 99 of The Special War Revenue Act:—

Effective January 2, 1940, the exemption from sales tax hitherto permitted under Section 95, subsection 2, of The Special War Revenue Act, for manufacturers of monuments and memorials, is cancelled and the following substituted therefor:—

"Manufacturers of monuments and memorials" shall include, for purposes of this regulation, any person, firm or corporation, who by any process of cutting, polishing, finishing or inscribing on stone, granite, marble or other similar substance, manufactures or produces a monument or memorial.

All manufacturers of monuments and memorials shall be licensed under the provisions of The Special War Revenue Act, and shall account for sales tax on their sales of monuments and memorials as from January 2, 1940.

Manufacturers of monuments and memorials who erect the same shall account for the sales tax on the basis of their total sale price, from which may be deducted a discount of 25 per cent, the sales tax to be considered as being included in the remainder. The sale price shall include all charges for transportation to the site of erection, cost of foundation, erection, engraving, carving or lettering, and all other incidental charges applicable to the sale of the monument or memorial.

Monument dealers who ONLY letter and/or erect monuments or memorials, need not be licensed nor account for sales tax on their sales.

N.B.—A copy of this circular is to be sent by registered mail to all manufacturers of monuments and memorials within your survey, and any such new licensees must also receive a copy. Lists should be maintained showing the particulars in connection with the dispatch of this circular.

NEWS AND COMMENT

London, Ont.: John W. Plewes, Assistant Inspector of Income Tax in the London District, retired on superannuation recently after twenty-one years service. Mr. Plewes was appointed Assistant Inspector of Income Tax in this district in October, 1918. From the death of the Inspector, the late George Tambling, in April, 1937, until June, 1939, when his successor H. I. Orr, was appointed, Mr. Plewes was Acting Inspector of Income Tax.

At a recent farewell gathering the members of the staff of the London District office presented Mr. Plewes with a set of travelling bags. The presentation was made by Inspector Orr.

Walkerville: According to figures furnished the Review by W. B. Ritchie, Collector, Customs-Excise business transacted at the port of Walkerville is steadily increasing. Revenue for the month of November, 1939, amounted to $886,002 as against $809,296 received during November, 1938. Collections for October, 1939, amounted to $834,778. Total collections for the period from April 1 to November 30, 1939, were $5,995,957.

Niagara Falls: Automobiles inward and outward cleared through the port of Niagara Falls during the month of November, numbered 117,659, made up as follows: United States cars inward 34,057, outward 34,050; Canadian cars inward 24,921, outward 24,631. Other vehicles inward and outward numbered 3,712, while the total number of passengers carried was 446,435. These totals all represent decreases compared with figures for November, 1938.

Sixty-day touring permits issued in November last year totalled 4,481, a drop of 224 compared with the same month of the previous year, while touring permits issued for Canadian cars outward numbered 5,711, an increase of 203. United States cars entered for stays of 48 hours or less totalled 29,732, a decrease of 8,507. Buses inward during the month numbered 997, outward 992.

Montreal: Revenue collected at the Customs express branch, Montreal, during November last amounted to $184,757 as against $187,481 collected during November, 1938, a decrease of $2,724. Packages received totalled 16,651, a decrease of 28, while entries numbered 2,713, an increase of 237. Revenue at the postal branch increased by $642 to a total of $81,920, while the number of parcels received decreased by 1,089 to a total of 24,422, and parcels cleared decreased by 973 to a total of 24,071. Entries numbered 1,878, a drop of 159.

Toronto: Packages received at the Customs postal Branch, Toronto, during the month of November, numbered 35,427, packages delivered 31,952, while entries totalled 2,920. Duty amounted to $75,633. At the Customs express branch the number of packages received was 17,578, entries 4,040, while duty collected amounted to $204,799. All totals in both the postal and express branches showed decreases compared with the same month a year ago.

Thirty-two aeroplanes inward and outward, carrying in all 37 passengers, were cleared through the Customs air harbour during November. Nineteen of these were United States planes carrying 16 passengers, and 13 were Canadian carrying 21 passengers.

Ottawa: The Connaught Social Club will hold its annual supper dance in the Quebec Suite of the Chateau Laurier, Ottawa, January 19, 1940. A charge of $1.50 per person will be made. Net proceeds of the dance will be donated to the Red Cross.

The Minister of National Revenue and the Commissioners, who are honorary patrons of the Connaught Social Club, will attend, if possible. A cordial invitation is extended to all officers of the Customs, Excise and Income Tax divisions and their friends.

NOVEMBER EXPORT OF RUBBER

Canada's November export of rubber amounted to $1,034,623 as compared with $1,284,730 in November, 1938. Pneumatic tire casings accounted for approximately half of the total export, the value being $501,547; there were 66 markets for these products. Boots and shoes of rubber came next with a value of $314,987, comparing with $513,090 in November last year.

QUESTION BOX AND LETTER BAG

RE SETTLERS' EFFECTS QUESTION

William Bond, of the Customs-Excise staff at Lethbridge, Alta., writes:—

In the November issue of the REVIEW in the "Question Box" column, T. R. Moulton, Customs Clerk, Vancouver, writes about a settler's car.

If this *settler* brought a car with him when making his entry into Canada in April, 1939, he would then be given a free entry for it, *unless* he had not owned it for 6 months prior to his entry into Canada, then he would have to pay duty on it at the time of his admission into Canada, at the prevailing rates then in force. But if this was a tourist who decided to pay duty on his car in September, although he arrived in April, he would pay on the rates prevailing in September. This free entry should only be accepted after the Immigration Officer has granted him permission to enter as a settler. If this was a 1938 car or of previous date, he would not be allowed to enter it even if he wanted to pay duty on it, because of entry being prohibited for cars not of the current year.

RE SETTLERS' EFFECTS AND SIGNING INVOICES

T. F. H. Padberg, Collector at Penticton, B.C., writes:—

Having been transferred to this port from the Port of Trail, B.C., during the past month, I have been busy getting acquainted with my new duties and consequently I did not have an opportunity to peruse the November issue of your valued REVIEW until recently.

In regard to the "Settlers' Effects Question" in the Question Box and Letter Bag, the following procedure appears to me to be the correct one: The prime or original entry having been passed in April, 1939, the effective date of any subsequent amendments modifying this entry would be the date of the original entry, whether it was a Settlers' Effects Entry or not. Consequently, the rate of duty applicable on the date of the original entry would be the correct one, and, in this case the Excise Tax would apply.

HOURS AT ONE-MAN OUTPORTS

C. R. Hogg, Sub-Collector at Willow Creek, Saskatchewan, writes:—

It seems that the traffic across the international boundary is increasing each year, and I know that the commercial traffic has largely increased at both this outport (Willow Creek) and Treelon, and as each of these outports is a one-man office, would you kindly advise what hours these one-man outports are expected to keep open.

The loaded commercial trucks get to the outport reporting into Canada at 5 p.m. but the papers have to be made out, money collected, trucks checked, highway reports and entries entered in the different office books, and if there are three or four or five trucks to be attended to at five o'clock it sometimes keeps one going until 9 p.m. before everything is straightened away. By that time I am tired, and it hardly seems reasonable that we should be expected to get up and attend to the travelling public in the late hours of the night or the early hours of the morning as some of the public expect us to do, because I find that I have to be wide-awake and feeling fit to take care of this job in the daytime, and it cannot be done if a Customs officer has to wait on the public any time anyone comes along.

Importations make office work, and the detail that is required in connection with importations cannot be done accurately by a person whose sleep is disturbed night after night.

Your opinion in this matter will be greatly appreciated as I thought your long experience with the work would be valuable in determining the hours a one-man outport should be kept open and how this situation is handled at some of the other one-man outports.

(*Editor's Note.*—What is the practice at other one-man outports? The Letter Bag is open for answers.)

Re Signing of Invoices

The practice followed at this port is as follows:—

(1) All signatures of importers, exporters and officers that appear on Customs invoices and entries must be in ink or indelible pencil on the original copies, but a clearly legible true copy of such entries or invoices may be accepted as a duplicate, if executed in carbon of a permanent colour.

(2) Rubber-stamp signatures are not acceptable. Customs invoices and entries being legal documents should be signed in ink or indelible pencil by the party concerned.

(3) Answer to (1) applies.

JUST AMONG OURSELVES

DECEMBER-JANUARY

ADDITIONS

Ontario

Hamilton: E. V. Groat, Clerk, Grade 1.
Kitchener: E. N. Bish, Customs Excise Clerk.
Niagara Falls: L. J. Stayzer, Clerk, Grade 1.
Sarnia: C. H. Bending, Customs Truckman.
Toronto: J. A. Altilia, Clerk, Grade 1.

Alberta

Edmonton: D. S. Peet, Stenographer, Grade 1.

Administrative

A. M. Farley, Stenographer, Grade 1; R. B. Kennedy, Stenographer, Grade 1.

DEDUCTIONS

Quebec

Montreal: J. C. A. Lalumiere, Customs Excise Clerk (Resigned); J. Giard, Customs Truckman (Retired).
Quebec: J. L. C. A. Bedard, Customs Excise Examiner (Services Terminated).
Quebec (Riviere du Loup): J. R. St. Pierre, Customs Excise Examiner, Grade 1 Outport (Promoted and transferred to Dept. of Trade and Commerce).
Rock Island (Beebe): W. W. Curtis, Customs Excise Examiner (Retired).

Ontario

Morrisburg: C. J. LaZerte, Collector of Customs and Excise, Grade 1 Port (Retired).
Sarnia: A. H. Phillips, Customs Excise Examiner (Retired).

Alberta

Edmonton: J. P. Bailey, Customs Excise Clerk (Retired).

British Columbia

Vancouver: J. Havercroft, Express and Postal Computing Clerk (Deceased).

Customs Inspection

Newport, Vt.: C. A. Boright, Customs Excise Examiner (Deceased).
Halifax: A. J. Gunn, Stenographer, Grade 1 (Resigned).

Investigation Values

Chicago, Ill.: S. Bricker, Stenographer, Grade 3 (Services Terminated).

Administrative

A. L. Christensen, Stenographer, Grade 1 (Resigned).

PROMOTIONS

Quebec

Montreal: J. P. Faucher, from Special Exciseman, Grade 1 to Special Exciseman, Grade 2.

Ontario

Kitchener: J. Klepper, from Chief Customs Excise Clerk, Grade 4 Port to Customs Appraiser, Grade 2.
London: E. H. Anstie, from Computing Clerk to Customs Appraiser, Grade 1.

Manitoba

Winnipeg: H. Ashmore, from Computing Clerk to Customs Appraiser, Grade 1.

Saskatchewan

Moose Jaw: T. W. McPhail, from Computing Clerk to Collector of Customs and Excise, Grade 2 Port.

Customs Inspection

Ottawa: Edgar Dayboll, from Principal Clerk to Inspector of Customs and Excise, Grade 2.

Undervaluation

Ottawa: W. A. Jacques, from Principal Clerk to Inspector of Customs and Excise, Grade 2.

TRANSFERS

Alberta

J. W. R. Gresham, from Sub-Collector of Customs and Excise, Grade 1 Outport, Lethbridge (Whisky Gap), to Sub-Collector of Customs and Excise, Grade 1 Outport, Lethbridge (Del Bonita).

British Columbia

G. H. Jameson, from Customs Excise Examiner, New Westminster, to Customs Excise Examiner, New Westminster (Boundary Bay); R. H. Carmichael, from Sub-Collector of Customs and Excise, Grade 1 Outport, Penticton (Similkameen), to Sub-Collector of Customs and Excise, Grade 1 Outport, Penticton (Keremeos); T. F. H. Padberg, from Collector of Customs and Excise, Grade 1 Port, Trail, to Collector of Customs and Excise, Grade 1 Port, Penticton.

COMPARATIVE STATEMENT OF CUSTOMS AND EXCISE REVENUE RECEIVED DURING THE MONTH OF DECEMBER, 1938 AND 1939,

—	1938	1939	Increase	Decrease
	$ c.	$ c.	$ c.	$ c.
CUSTOMS DUTIES	6,750,925 10	10,112,994 53		
Less Refunds and Drawbacks	1,222,365 79	503,737 20		
Net	5,528,559 31	9,609,257 33	4,080,698 02	....
EXCISE TAXES	14,157,265 63	16,733,008 17		
Less Refunds and Drawbacks	376,040 14	217,465 47		
Net	13,781,225 49	16,515,542 70	2,734,317 21	....
EXCISE DUTIES	4,484,345 41	5,851,922 03		
Less Refunds and Drawbacks	30,803 19	33,051 95		
Net	4,453,542 22	5,818,870 08	1,365,327 86	....
SUNDRY COLLECTIONS	49,252 30	44,652 55		
Less Refunds	26 35	25 25		
Net	49,225 95	44,627 30	....	4,598 65
Net Totals	23,812,552 97	31,988,297 41	8,180,343 09	4,598 65
Net Increase	....	....	8,175,744 44	....

TOTALS FOR NINE MONTHS

—	1938–39	1939–40	Increase	Decrease
	$ c.	$ c.	$ c.	$ c.
CUSTOMS DUTIES	69,181,797 86	80,279,674 18		
Less Refunds and Drawbacks	7,908,033 25	7,309,011 70		
Net	61,273,764 61	72,970,662 48	11,696,897 87	....
EXCISE TAXES	124,293,731 04	118,558,271 95		
Less Refunds and Drawbacks	2,799,944 99	2,823,414 77		
Net	121,493,786 05	115,734,857 18	....	5,758,928 87
EXCISE DUTIES	41,193,719 98	48,745,383 48		
Less Refunds and Drawbacks	381,205 03	682,995 17		
Net	40,812,514 95	48,062,388 31	7,249,873 36	....
SUNDRY COLLECTIONS	543,029 79	433,849 61		
Less Refunds	218 09	119 90		
Net	542,811 70	433,729 71	....	109,081 99
Net Totals	224,122,877 31	237,201,637 68	18,946,771 23	5,868,010 86
Net Increase	....	....	13,078,760 37	....

COMPARATIVE STATEMENT OF INCOME TAX REVENUE RECEIVED DURING THE MONTH OF DECEMBER, 1938 AND DECEMBER, 1939

—	December 1938	December 1939	Decrease	Increase
	$ c.	$ c.	$ c.	$ c.
Net Collections	4,318,837 01	3,335,177 87	983,659 14	....

TOTALS FOR NINE MONTHS

—	1938-39	1939-40	Decrease	Increase
	$ c	$ c.	$ c	$ c.
Net Collections	129,197,426 07	118,628,640 56	10,568,785 51	....

INCOME TAX COLLECTIONS BY DISTRICTS

Comparative statement of net collections by districts received during the months April to December inclusive, of the fiscal years 1938-39 and 1939-40. (Decrease marked*.)

Districts	1938-39	1939-40	Increase or Decrease
	$ cts.	$ cts.	$ cts.
Charlottetown	499,507 84	459,192 21	*40,315 63
Halifax...	2,127,214 77	1,847,794 87	*279,419 90
Saint John	1,505,955 41	1,196,845 81	*309,109 60
Quebec.	1,540,534 67	1,566,501 09	25,966 42
Montreal	33,393,335 31	31,957,610 43	*1,435,724 88
Ottawa	7,800,721 78	7,379,673 80	421,047 98
Kingston......	268,554 22	426,106 23	157,552 01
Belleville.....	574,364 36	506,252 83	*68,111 53
Toronto.......	44,915,015 17	40,657,633 44	*4,257,381 73
Hamilton....	8,417,520 62	7,785,280 06	*632,240 56
London.......	11,348,386 75	9,661,191 58	*1,687,195 17
Fort William..	470,539 81	401,676 55	*68,863 26
Winnipeg......	3,597,671 11	3,393,033 81	*204,637 30
Regina........	297,099 01	318,469 93	21,370 92
Saskatoon.....	163,412 03	175,111 05	11,699 02
Calgary.......	1,458,311 75	1,804,493 06	346,181 31
Edmonton....	536,593 95	566,370 32	29,776 37
Vancouver....	10,237,667 42	8,441,061 53	*1,796,605 89
Yukon.........	45,020 09	84,341 96	39,321 87
Total.....	129,197,426 07	118,628,640 56	*10,568,785 51

The
National Revenue Review

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Department of National Revenue

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J. Sydney Roe, Editor

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The Office Consolidation of the Tariff

THE 1939 Office Consolidation of the Customs Tariff is now in the hands of officers of the Department and others who were sufficiently interested to secure a copy. It is regretted that it was not available at an earlier date, as it would have been had not the Bureau of Public Printing been engaged in more necessary work in connection with Canada's war effort.

It will be noted that some changes have been made in the typographical "set-up" of the publication. Since the issue of 1937 many suggestions have been received for the improvement of the book; they were invited by the *Editor* and in every case received careful consideration. A loose-leaf system was advocated by several correspondents but, owing to difficulty in distribution, not confined to officers of the Department but particularly respecting copies disposed of by the distribution branch of the Bureau of Public Printing, and for other important reasons, the adoption of the suggested system was considered inadvisable.

For reasons which will be obvious in consideration of the size of the volume, the publication of Treaties or Agreements, other than those containing tariff schedules, was not continued. It was felt that such publication served no really useful purpose so long as the tariff treatment extended to the countries in question was shown. As in the past it is shown in appendices two and three.

Space has been given in the alphabetical index to allow such additions to be made as may be required by reason of any changes which may occur before there is another Consolidation. For the first time there have been included at the end of Schedule A blank leaves to take care of changes which may be brought about by Orders in Council, and Schedules B and C have been interleaved.

Where explanatory notes were required in connection with certain tariff items, these have been placed immediately following the items affected rather than at the foot of the page. It was felt that, by this method, treaty provisions would be more definitely brought to the attention of the reader. A departure has also been made by publishing the general regulations under section 6 of the Customs Tariff immediately following the section, which will be helpful to those not entirely familiar with them.

It will also be noted that the Consolidation indicates that it contains the Customs Tariff and amendments, with index to October 5, 1939. As a matter of fact there were no further changes during the year 1939. More than likely the fact that the Department was able to supply copies with fabrikoid rather than paper covers to the chief officers of the Department will be appreciated.

The issue was prepared by P. A. Errett, assisted by members of the staff of A. C. Williams. Chief Dominion Appraiser, under whose direction the work was performed. Needless to say, the Department will be glad to receive any suggestions for the further improvement of the Consolidation, and constructive criticisms will be appreciated.

A Song and its Reward

"WHISTLE while you work" is a popular musical maxim which promises those who follow its advice beneficent results.

"Sing while you work" may not have such happy consequences.

A recent report received by the Excise Seizures branch from the R.C.M. Police relates how members of that Force were endeavouring to locate an illicit "still" in a district in Nova Scotia. After travelling through several miles of swamp they came to a thicket of shrub spruce covering several acres of land. Voices lifted in lusty song came to the ears of the officers who approached the place. They found a "still" in full operation and succeeded in arresting three of the joyous songsters who later appeared before a magistrate and were each sentenced to fines of $250 or five months in county jail. There is no information whether they are still singing but if they are it is probably the prisoner's song.

Prohibited Exports

COLLECTORS have been advised by official memorandum dated January 24, 1940, that by Order in Council, no person shall export any goods to neutral countries contiguous to Germany or territories under her control without having first obtained a permit issued by or on behalf of the Minister of National Revenue.

The countries covered by this Order in Council are: Belgium, Denmark, Hungary, Italy, Liechtenstein, Lithuania, Luxemburg, Netherlands, Roumania, Switzerland, U.S.S.R. (Russia), Yugoslavia.

Application forms for permission to export goods to the countries referred to may be obtained on application to the Department direct.

Unless otherwise advised, this memorandum may be cited as authority for the export of goods valued at not more than $25 to the countries named without a particular permit.

Departmental Rulings

"Reynolds" Hand Operated Vegetable Peelers, Nos. H10, H12 and H14, manufactured by Reynolds Electric Company, Chicago, Ill., at the present time are held to be of a class or kind not made in Canada and admissible at 10 per cent ad valorem, item 427a, under the Canada-United States Trade Agreement.

"Reco" Motor Driven Vegetable Peelers manufactured by the Reynolds Electric Company, Chicago, Ill., at the present time are held to be of a class or kind made in Canada and dutiable at 25 per cent ad valorem, item 427, under the Canada-United States Trade Agreement.

"Denison" Hydraulic Presses, Type DLAC 1, ECSC 1 and ECAC 1, manufactured by the Denison Engineering Company, Columbus, Ohio, at the present time are held to be of a class or kind made in Canada and dutiable at 25 per cent ad valorem, item 427, under the Canada-United States Trade Agreement.

"Gem" Motor Driven Jig Shear, manufactured by Brown Machinery Co., St. Louis, Mo., at the present time is held to be of a class or kind not made in Canada and admissible at 10 per cent ad valorem, item 427a, under the Canada-United States Trade Agreement. Motor—Item 445g.

"West" Shell Banding Presses, manufactured by the West Tire Setter Co., Rochester, N.Y., at the present time are held to be of a class or kind not made in Canada and admissible at 10 per cent ad valorem, item 427a, under the Canada-United States Trade Agreement. Motor—Item 445g.

"Marvel" High Speed Metal Hack Saw Machines, Nos. 6, 6A, 9 and 9A, manufactured by Armstrong-Blum Mfg. Co., Chicago, Ill., at the present time are held to be of a class or kind not made in Canada and admissible at 10 per cent ad valorem, item 427a, under the Canada-United States Trade Agreement. Motors—Item 445g.

Hack saw blades for use with the above machines at the present time are held to be of a class or kind not made in Canada and admissible at 10 per cent ad valorem, Ex. 446a under the said Trade Agreement.

"Wadsworth" Core Making Machines, manufactured by the Wadsworth Core Machine and Equipment Company, Akron, Ohio, at the present time are held to be of a class or kind not made in Canada and admissible at 10 per cent ad valorem, item 427a, under the Canada-United States Trade Agreement. Motors—Item 445g.

Collections Up at Toronto

AIDED by a heavy Christmas business revenue collected at the Customs postal branch, Toronto, during December last amounted to $66.084, an increase of $3,334 compared with December. 1938. Packages received at the postal branch numbered 36,447, packages delivered 32.332, while entries totalled 2.905. Collections at the express branch in December amounted to $190,739, a decrease of $7,608, while packages received numbered 20,336, entries 4.227.

Eight aeroplanes, inward and outward, were cleared through the Customs air harbour during December, carrying in all 26 passengers. These totals compare with 16 planes carrying in all 12 passengers handled during December, 1938.

Brought in by Returning Tourists

GOODS valued at $9,028.657 were brought in by returning Canadians during the eleven months period from January 1 to November 30, 1939, under the one hundred dollar exemption clause provided by the Customs Tariff. This shows an increase of $921,992 compared with the same period of 1938. Goods from the United States alone were valued at $8.625.072. from other countries $403.585. Clothing was by far the largest item on the list of imported goods, reaching a value of $4.123.789 from all countries. Of this amount $3,938,114 came from the United States alone. The second largest item on the list was furniture and household appliances totalling $1,148.377 of which $1,113.744 came from the States Then followed boots and shoes $878.106, the States supplying $862,861; radios $766,663, of which $763.722 was from across the border. Automobile tires and tubes brought in totalled $147.745, and automobile accessories $92,163. Of these amounts $147,702 and $92,094 respectively came from the States. All other imports of travellers' baggage were classified as Miscellaneous Commodities and amounted in value to $1,871,814, of which amount $1,706,835 came from the United States.

During the month of November goods brought in by returning Canadians under this tariff provision were valued at $507,569 compared with $815,658 imported during November, 1938, a decrease of $308.089. In these two months goods from the United States alone were valued at $499,870 and $767.832 respectively. Totals in detail for November, 1939, showing values brought in from all countries, with totals from the United States in brackets, were: clothing $221,968 ($218.409), furniture and household appliances $75,430 ($74,651), radios $44,051 ($44,017), boots and shoes $43,861 ($43,505), automobile tires and tubes $9,314 ($9.292), automobile accessories $9,029 ($9,029), miscellaneous commodities $103,916 ($100.967).

Production of Sugar

IN the first forty-eight weeks of 1939 Canada's ten refineries manufactured 999,510,880 pounds of sugar, an increase of 33.318,105 over the output in the same period of 1938. The amount of raw sugar in the refineries on December 2 totalled 116,000,645 pounds compared with 80,066.736 on November 4 and 76.421.150 on the corresponding date in 1938.

Winter Travel is Maintained

WINTRY weather did not deter a large number of United States automobile tourists from crossing the border into Canada during the month of December according to figures furnished the Department by ports, outports and preventive stations. The total number entered was 222,746, made up of 41,066 under 60-day touring permits, 23 for periods over 60 days but not exceeding six months, 179,472 for stays of 48 hours or less and 2,185 under traveller's vehicle permits. These figures show a decrease of 3,259 compared with December, 1938.

A summary showing automobiles entered under 60-day touring permits according to provinces gives the following: Ontario 23,598, Quebec 8,513, British Columbia 5,995, New Brunswick 1,895, Manitoba 613, Alberta 294, Saskatchewan 143, Nova Scotia 15. Ontario entered 109,628 cars for periods of 48 hours or less, and New Brunswick 47,244 cars. Quebec entered 1,124 cars under traveller's vehicle permits.

The port of Windsor entered the largest number of automobiles under 60-day touring permits with a total of 11,120. Then followed Fort Erie with a total of 5,162, Niagara Falls 3,444 and Pacific Highway 2,967. Other important points of entry for this type of tourist were: Sarnia, Ont., 2,305, Phillipsburg, Que., 2,159, Lacolle, Que., 1,642, Douglas, B.C., 1,118, Rock Island, Que., 881, Huntingdon, B.C., 506, Hemmingford, Que., 504, Emerson, Man., 437, Noyan, Que., 418, Lansdowne, Ont., 407.

Windsor also led all ports in the number of cars entered for stays of 48 hours or less, with a total of 43,996. Niagara Falls entered 30,250, St. Stephen, N.B., 27,267 and Fort Erie 26,060.

A statement of United States cars entering Canada during December, according to states, shows that the largest number came from Michigan, totalling 12,712. Another border state, New York, was represented by 9,654, followed by Washington with 5,259, Vermont 4,296, Maine 1,998, Ohio 836, Massachusetts 767, Illinois 546. While every state in the Union was represented only 6 cars bore the licence plates of Nevada and 7 each of Alabama, Louisiana and Mississippi. Forty-nine cars were entered from sunny Florida and 105 from the southern state of Texas.

It is interesting to note that despite war conditions Canada's automobile tourist traffic outward during December showed an increase of nearly 80 per cent compared with the same month a year ago. Canadian cars outward for touring purposes during December, 1939, numbered 67,404, made up of 17,630 cars outward for periods over 48 hours and 49,774 for periods of 48 hours or less. During December, 1938, a total of 37,943 cars was cleared outward, a difference of 29,461.

Of the total number of cars reported outward for stays of 48 hours or more the province of Ontario cleared 7,770, British Columbia 5,003, Quebec 2,547, Alberta 799, Manitoba 619, New Brunswick 449, Saskatchewan 436, Nova Scotia 7.

The port of Windsor held first place as regards the number of permits issued Canadian cars outward for extended stays, with a total of 2,714. Pacific Highway, B.C. held second place with a total of 2,197, while Niagara Falls was third with 1,971, and Fort Erie fourth with 1,264. Other points of exit showing substantial numbers of Canadian cars outward during December for stays exceeding 48 hours were: Huntingdon, B.C., 827, Sarnia, Ont., 777, Coutts, Alta., 757, Phillipsburg, Que., 696, Rock Island, Que., 649, Lacolle, Que., 569.

During the past calendar year the number of Canadian cars outward for touring purposes increased by 222,342 compared with 1938.

Twenty-four automobiles from countries other than the United States were entered during December under 60-day touring permits. In all 9 foreign countries were represented. One car came from Denmark and another from the distant Philippine Islands. The remainder were grouped as follows: Hawaii 8, Alaska 5, Panama 3, Mexico and Puerto Rico 2 each, Cuba and Salvador one each.

Certificates Required for Exportation

UNDER Provincial legislation, the British Columbia Salt Fish Board have authority to control the marketing of salt herring and salt salmon produced in that province.

Collectors of Customs and Excise are, accordingly, instructed that the exportation of salt herring and salt salmon produced in British Columbia is not to be permitted unless the marketing permit issued by the British Columbia Salt Fish Board is attached to the export entry.

Passover Bread

COLLECTORS are informed that by Order in Council (P.C. 25/4255) dated December 21, 1939, authority is granted for the remission of customs duty and sales tax on Passover Broad or Matzos and the following Matzos products: Whole wheat matzos, hygienic matzos, thin matzos, egg matzos, matzo crackers, whole wheat matzo crackers, matzo meal, matzo cake meal, matzo farfel, matzo whole wheat meal, matzo cereal, hygienic matzo crackers and Passover Vinegar, imported for use during the coming Passover Season and entered at Customs from February 15 to April 30, 1940, both days inclusive, under regulations established by the Minister.

This Memorandum cancels and supersedes Memorandum Series D No. 25 (1939), which is to be removed from the binder and filed for reference.

Production of Gold

THE Canadian production of gold in November, 1939, amounted to 423,358 fine ounces valued at $16,299,283. In the previous month the output totalled 432,678 ounces and in November, 1938, 412,707. Production during the eleven months ended November aggregated 4,659.238 ounces or 8·6 per cent above the output a year ago. The November output by provinces was as follows, with October figures in brackets: Ontario, 261,061 (266,376) ounces; Quebec, 75,390 (75,676); British Columbia, 50,705 (49,036); Manitoba and Saskatchewan, 21,389 (23,197); Northwest Territories and Yukon, 12,668 (16,283); Nova Scotia, 2,044 (2,047).

Re Landing Certificates

COLLECTORS are advised that effective January 15, 1940, the charge for each landing certificate whether it is presented at the time the goods are entered for consumption or at a later date, shall be fifty cents (50c.), and all such fees shall be entered in the Sundry Collections Cash Sheet and remitted to the Department in the usual way. Such landing certificates should be granted only at the port where the goods are entered for consumption.

A record of landing certificates granted for any purpose shall be kept at each Customs port and the issue thereof shall be noted on the respective invoices.

Memoranda Nos. 1123B and 1129B are cancelled, and any other instructions in this regard superseded.

Changes in List of Customs-Excise Ports

WELLS, B.C., established as a Postal Collecting Station under the survey of the Port of Vancouver, B.C., effective 1st November, 1939.

Tariff Changes by Order in Council

BY Order in Council (P.C. 3881), dated the 10th January, 1940, passed under authority of Section 284, paragraph (*k*) of the Customs Act, the following regulation is made and established:

REGULATION.—The following goods, when imported to be used as materials in Canadian manufactures, are subject to the reduced rates of duties of Customs, as hereinafter set forth, viz:—

"Fish oils in their natural condition, or oils so treated as to increase their content of vitamins, or solutions of synthetic vitamins in animal or vegetable oils, when imported for use exclusively by Canadian manufacturers for fortifying the vitamin content of fish oils of Canadian production, provided the latter constitute at least ninety-five per cent by volume of the finished fortified oils.

British Preferential Tariff	Free
Intermediate Tariff	Free
General Tariff	Free"

(To be designated as Tariff Item 830).

The Order in Council referred to is effective on and after the 13th January, 1940, the date of publication in the *Canada Gazette*.

His Excellency the Governor General in Council has ordered that Wool not further processed than combed, as described in Item 549, Schedule A of the Customs Tariff, when originating in countries entitled to the benefits of the Intermediate Tariff, shall, subject to the provisions of the Customs Tariff, be permitted entry free of duties of Customs, including special duty, during the period January 1, 1940, to April 30, 1940.

"Made in Canada" Rulings

REFERRING to Memorandum Series D No. 51 MCR 15 Revised, dated 27th March, 1939, the following are to be added to the list of Acids and Chemicals now made in Canada: Acid Hydrobromic, Ammonium Bromide, Potassium Bromide and Sodium Bromide.

In accordance with the Government's undertaking to give "adequate notice" to parties concerned, this memorandum is to be effective three weeks from the date hereof, January 12, 1940.

Canal Traffic in 1939

WITH heavy movements of iron ore and wheat, total freight passing through the Canadian and United States locks of the Sault Ste. Marie Canals increased to 69,850,206 tons during the 1939 season of navigation from 40,043,629 in 1938. Due mainly to a large reduction in the movement of corn the Welland Ship Canal traffic declined to 11,727,703 tons in 1939 from 12,629,054 in 1938. Total traffic using the St. Lawrence Canals during 1939 amounted to 8,340,165 tons compared with 9,236,318 in 1938.

Imports of Tea and Coffee

CANADA imported more tea but less coffee and chicory in November, 1939, than in the same month of 1938. Imports of the former totalled 4,534,770 pounds compared with 3,449,315 and the latter 3,066,774 pounds compared with 3,638,728. During the eleven months ended November, tea imports aggregated 39,770,442 pounds compared with 34,464,894 a year ago, and of coffee and chicory 44,609,479 pounds compared with 40,039,609.

Excise Duty Collections

COMPARATIVE statement of Excise duty collections, in Canada, during the months of December, 1938, and December, 1939:—

December, 1939, spirits, matured, $1,505,142.77; December, 1938, $1,202,464.31. December, 1939, spirits, unmatured, $79,711.07; December, 1938, $56,196.29. December, 1939, validation fee, $22,258.44; December, 1938, $47,469.26. December, 1939, malt, $1,050,506; December, 1938, $548,397.24. December, 1939, beer, $21,525.24; December, 1938, $16,297.01. December, 1939, malt syrup, $7,453.90; December, 1938, $7,114.72. December, 1939, cigars, $38,845.80; December, 1938, $32,399.22. December, 1939, cigarettes, $2,550,351.10; December, 1938, $2,081,912.70. December, 1939, manufactured tobacco, $476,823.25; December, 1938, $379,236.10. December, 1939, licences, $35; December, 1938, $86. December, 1939, total, $5,752,652.57; December, 1938, $4,371.572.85.

Comparative statement of tobaccos, cigarettes and cigars entered for consumption, in Canada, during the months of December, 1938, and December, 1939:—

December, 1939, tobacco, cut, 1,617,829 pounds; December, 1938, 1,582,002 pounds. December, 1939, tobacco, plug, 229,924 pounds; December, 1938, 252,050 pounds. December, 1939, tobacco, snuff, 61,673 pounds; December, 1938, 67,185 pounds. December, 1939, cigarettes, number, 512,379,837; December, 1938, 520.383,500. December, 1939, cigars, number, 13,210,380; December, 1938, 10,560,985.

Exports of Butter and Cheese

CANADA'S December, 1939, export of butter amounted to 1,046 cwt. of the value of $30,991 as against 2,488 at $69,637 in November and 1,856 at $37,187 in December, 1938. During 1939 exports rose to 123,986 cwt. valued at $2,673,765 compared with 38,934 at $871,547 in 1938.

Cheese exports in December totalled 30,188 cwt. worth $524,154 compared with 188,224 at $2,754,548 in November and 75,745 at $1,089,857 in December, 1938. Exports during 1939 aggregated 909.448 cwt. valued at $12,248,650 in comparison with 809,891 at $11,874,223 in 1938.

EXPORTS OF CATTLE

Exports of Canadian cattle in November last, going largely to the United States, totalled 21,072 head valued at $1,084,651 compared with 23,230 at $1,209,204 in October and 23,464 at $1,133,546 in November, 1938. Exports during the 11 months ended November aggregated 277,976 head at $14,158,308 in comparison with 157,932 at $7,779,350 in the corresponding period of 1938.

HEMP IN THE OLD DAYS

An interesting point in the history of the development of agriculture in Upper Canada was the persistent attempts in the early years on the part of the Government to encourage the production of hemp. Several acts were passed, such as the one in 1804 entitled "An Act for the Granting to His Majesty a Certain Sum of Money for the Further Encouragement of Growth and Cultivation of Hemp." Several other Acts appear in the Statutes but, says the Canada Year Book 1939, the results do not appear to have been very satisfactory.

IMPORTS OF RAW RUBBER

Imports of raw rubber were at a low point in November, 1939, amounting to 3,482,017 pounds compared with 12,710,866 in the previous month and 6,994,635 in November, 1938. However, the amount imported during the eleven months ended November was somewhat higher, totalling 64,041,355 pounds in comparison with 52,638,607 in the corresponding period of 1938.

IMPORTS OF CRUDE PETROLEUM

Canada imported 144,096,000 gallons of crude petroleum in November, 1939, as compared with 152,669,000 in October and 128,446,000 in November, 1938. The United States contributed 113,683,000 gallons, Colombia 20,760,000 and Venezuela 9,653,000. Imports during the eleven months ended November aggregated 1,229,676,000 gallons compared with 1,185,402,000 in the corresponding period of 1938.

HERE AND THERE

In organizing the Ottawa Community Chests Campaign, 1940, a quota of $42,000 was set for the Public Service Division. This was an increase of $2,000, or five per cent over last year's contribution. The increase was necessary owing to added demands on the twenty-one participating agencies, due to war conditions.

Each department, division, commission, board, etc. appointed a representative to act as organizer and be responsible for the Collections throughout the year. C. E. Gunby, Secretary of Excise, was named for the Customs and Excise Divisions.

Mr. Scully and Mr. Sim met the chiefs of branches in conference and explained the need for increased contributions. The chiefs appointed canvassers for their respective branches and the whole organization worked with clock-like precision. The result: a total of $2,513.32 was subscribed, being $170.75 in excess of 1939 or an increase of 7·28 per cent.

The Commissioners join with Mr. Gunby in expressing appreciation of the whole-hearted support given by the chiefs, canvassers and individual subscribers to this worthy cause.

As a result of the Red Cross campaign which was conducted recently in Toronto subscriptions amounting to $1,800 were obtained from officers of the Customs-Excise staffs. This substantial amount was subscribed immediately after the completion of another campaign for the Federation for Community Services when $782 was contributed by Customs-Excise officers. This makes a total of $2,582 subscribed for charitable purposes by officers of this port within the past year.

Tourist traffic continues to flow freely across the international boundary between Canada and the United States. Although Canada is at war, and her industries have been reorganized on a war basis, no restrictions of any kind have been imposed on the entry of United States citizens into the Dominion as tourists. While citizens of enemy countries are naturally subject to special regulations, the movement of bona-fide tourists from friendly or neutral countries has not been restrained in any way.

The international boundary between Canada and the United States is the most peaceful in the world. Each year it is crossed by millions of visitors travelling by automobile, train, boat, and airplane, and both Canadian immigration and customs regulations are framed to make the entry of such persons just as free of " red tape " and restriction as possible. Automobiles may be brought into Canada under tourist's permit for purposes of health and pleasure for a period up to six months without payment of duty or deposit. No fees are charged for automobile entry permits, and the tourist may continue to drive his automobile under his state licence for a generous period. Persons visiting Canada may bring with them such articles of tourists' outfits or sportsmen's equipment as they may require for their own use and not for gain or hire upon reporting same to customs officer at port of entry.

Attempts by the enemy recently to close the mouth of the Thames River with mines and sunken ships has brought this, one of the world's busiest rivers, into the headlines. Five hundred vessels a day pass through the mouth of the river which at this point is over five miles wide. The port of London receives and ships over its 1,700 wharves goods valued in excess of $3,500,000,000 a year. It has 700 acres of enclosed dock water, and 5 miles of quays. The docks extend 25 miles below the city. In the era of sailing ships, even without dredging, the largest sea-going vessels could sail directly up the Thames to the London wharves.

Down through history this river has been a highway for battling forces as well as, in times of peace, a centre for pleasure-seeking throngs. Britons and Romans, Saxons and Danes, Cavaliers and Roundheads have fought it out on the river or along its banks. When roads were fewer in England the Thames was a great thoroughfare and even to-day many old riverside taverns extend hospitality to wayfarers. In the days of Shakespeare people travelled along the Thames as habitually as they do the great avenues of a city to-day. It afforded easy passage to Southwark, to Shakespeare's Globe and other theaters on its banks. Stairs led from the ends of streets to boat landings. In the coachless days of Good Queen Bess over 3,000 boatmen plied their craft in passenger service. Members of the House of Lords and House of Commons were rowed to Westminster and the Parliament, or just about town.

Great parades of barges once passed up and down the Thames. Castles along the shore and the Tower of London had their water gates while beautiful flower gardens, then as now, extended down to the river's brink.

Nearly 30,000 vessels a year discharge their cargoes at London over the wharves of the Thames.

PAST SHIPPING SEASON AT MONTREAL

The shipping season of 1939 at the port of Montreal reflected unsettled world conditions.

The arrival of the ss. *Bassano* on April 29 opened the port to ocean navigation, eleven days later than in 1938 and about two weeks later than the date anticipated in the liner sailing schedules. This was the latest opening of ocean navigation since 1926 when the first ocean vessel arrived on May 3.

In contrast to the difficult navigating conditions of the Spring, Fall conditions were particularly good. Ocean navigation closed, with the departure of the *Kalliopi S.* on December 9, before the appearance of ice in the river.

Considering the conditions which prevailed throughout the year, the shipping activity of the port was reasonably well maintained in 1939.

The total number of vessel arrivals in 1939 was 5,511, which was 211 or 3·7 per cent less than in 1938. This loss occurred largely in ocean tonnage, of which there were 957 arrivals as compared with 1,133 the previous year. Coastal and inland vessel arrivals in 1939 were practically the same as in 1938.

The net registered tonnage of all arrivals was 7,545,956, a decrease of 12·1 per cent from 1938.

During the season of navigation Montreal was visited by eight warships flying the flags of three nations.

Imperial Airways experimental transatlantic flights, which were commenced in 1937 and continued in 1938, advanced another stage in the year just closed. The flying boats *Caribou* and *Cabot* maintained a regular weekly airmail service between Great Britain and Montreal from August 6 to September 24. There were eight flights in all, four by each of the two flying boats mentioned.

Cargo tonnage for the year followed very closely vessel tonnage when compared with 1938. There was a decrease in total cargo tonnage, inward and outward, of about 11·7 per cent, the figures being approximately 14,750,000 tons in 1939 and 16,700,000 in 1938. Looking at the picture as a whole, grain in large measure was responsible for the loss, the decrease in grain cargo tonnage being about 1,800,000 tons.

Inward tonnage amounted to about 9,400,000 or 63·7 per cent of the total, and outward to 5,350,000 or 36·3 per cent of the total. Much the greater part of the decrease occurred in outward tonnage which fell short of the previous year by nearly 1,300,000 tons.

Passenger traffic, for the third successive year, suffered a setback. The total number of passengers landed and embarked was about 137,000, some 17,000 less than last year; 28,000 less than in 1937 and 62,000 less than in 1936. These figures reflect, in a striking manner, the increasing unrest over the past three years in the political conditions of Europe.

INCREASED COLLECTIONS AT LARGE PORTS

During the nine months of this fiscal year ended December 31 last, there were substantial increases recorded in Customs-Excise collections at the leading ports. The *Editor* has received the following details from Collectors at Montreal, Toronto, Winnipeg and Vancouver:—

Large Increase at Montreal

Customs-Excise revenue collected at the port of Montreal during the first nine months of this fiscal year, April 1 to December 31, amounted to $84,369,651 as against $79,832,562 collected in the corresponding period of 1938, a net increase of $4,537,089. The largest revenue was received from Excise taxes totalling $30,019,341, an increase of $310,633, and the second largest revenue from Excise duty totalling $30,007,350, an increase of $4,384,263. Other receipts were as follows: import duty $19,099,318, increase $1,761,907; sales tax on imports $3,618,636, increase $325,138; Excise tax on imports $1,542,956, decrease $2,239,309; sundry collections $82,049, decrease $5,542.

Increased Toronto Revenue

Customs-Excise collections at the port of Toronto for the nine months period, April 1 to December 31, 1939, amounted to $45,346,001, as against $43,190,106 collected during the corresponding period of 1938, a net increase of $2,155,895, according to figures furnished the Review by E. D. Lennie, Collector. Import collections totalled $19,239,696, made up of import duty $15,394,507, sales tax on imports $3,463,376, Excise tax on imports, $381,813. This compares with import collections totalling $18,136,611 for the corresponding period a year ago, an increase of $1,103,084. Excise taxes (domestic) totalled $23,782,185, increase of $999,196; Excise duty $2,300,715 an increase of $58,834; sundry collections $23,405, decrease of $5.219.

Collections up at Winnipeg

The port of Winnipeg collected $9,256,452 in Customs-Excise revenue in the nine months period April 1 to December 31, 1939, as against $7.455.063 collected in the corresponding period of 1938, an increase of $801,389, A. M. Kennedy, Collector, states. With the exception of the month of May, when a slight gain was recorded, all increases occurred during the war months, September to December.

Collections in detail for the first nine months of this fiscal year, showing comparison with the same period of the previous year, were as follows:

Import Customs duties $3,213,962, increase $556,546; import sales taxes $1,014,438, increase $201,607; import Excise taxes, $95,067, decrease, $346,257; domestic Excise taxes $2,947,233, increase $155,383; Excise duties, $978,990, increase $234,532; sundry collections $6,764, decrease $422; Customs manifests received numbered 29,002, an increase of 1,569; customs entries taken 61,356, an increase of 2,018; Excise tax entries, 7,745, a decrease of 496, Excise duty entries 3,348 a drop of 7.

Customs-Excise receipts at Winnipeg for the past calendar year totalled $10,194,953. This compares with a revenue of $9.485.666 for 1938, an increase of $709,287.

Collections at Vancouver

At the port of Vancouver total Customs-Excise collections received from April 1 to December 31, 1939, were $12,597,362, an increase of $1,093,471 over the same period of 1938, when $11,503,891 was collected. Duty received on imports amounted to $5,927,910, an increase of $899,093; sales tax on imports $1,604,615, increase $205,785; Excise tax on imports $127,356, decrease $611,360; Excise tax $3,966,660, increase $213,991; Excise duty $948,584, increase $385,311; sundry collections $22.236, increase $651.

A. Carmichael, Collector, states that in view of Vancouver's importance as an exporting port the Customs-Excise staff carries its full share of extra duties in connection with the Foreign Exchange Control Board regulations, examination of doubtful publications and the many other duties in connection with regulations imposed by war conditions.

SUMMARY OF NOVEMBER IMPORTS

Departmental statistics show Canada's imports in November, 1939, amounted to $84,561,211. The October import was $79,053,266 and in November, 1938, $63,303,669. A feature of these imports was the sharp increase in goods consigned from the United Kingdom. The amount was $13,482,462 compared with $5,777,132 in October and $11,026,638 a year ago. Imports from all Empire countries stood at $21,668,963 as against $13,651,742 in October and $17,970,038 in November, 1938.

There were increased imports from Australia, Eire, British India, Ceylon, British Guiana and Hong Kong over both October, 1939, and November, 1938. The increase from Australia was quite pronounced, the November value being $2,147,139 against $852,649 in October and $1,161,954 a year ago. Imports from British South Africa at $676,755 were a decrease from the October total of $1,033,830 but an increase over the November, 1938 total, which was $656,050.

Imports from countries outside of the British Empire amounted to $62,892,248. This was a decrease from October, when the amount was $65,401,524, but it was a large increase over November, 1938, when the value was $45,333,631. Imports from the United States totalled $56,891,222, the October amount being $60,444,240 and the amount for November, 1938, $37,651,046.

Argentina reached second place in imports from foreign countries with $729,510, almost double the October amount and more than three times the quantity a year ago. Commodities from Japan increased to $592,346 from $354,038 in October and $342,335 in November, 1938. Commodities from Colombia ran up to $615,405 from $210,066 in October, but the amount a year ago was $1,009,892. Goods from Belgium dropped somewhat to $591,235 from $710,568 in October and $850,326 a year ago.

Imports from Italy reached $462,707 from $176,219 in October and $444,593 a year ago.

Goods from France were valued at $449,301 as against $257,137 in October and $703,969 in November, 1938; there was a sharp increase in consignments from Switzerland to $429,299 from $256,499 in October and $288,817 a year ago.

Other countries which in November showed an increase over October were Brazil, China, Denmark, Egypt, Estonia, Greece, Hungary, Iceland, Iraq, Paraguay, Portugal, Siam, Spain, Canary Islands, Turkey, Philippines, Uruguay and Yugoslavia. The increase from Egypt was from $7,431 to $194,601. Imports from Turkey totalled $119,294, but in October they were only $18,316.

There were no imports from Chile in November and there were decreased imports compared with October from Costa Rica, Cuba, Finland, French Africa, French East Indies, Hayti, Honduras, Nicaragua, Netherlands, Netherlands East Indies, Norway, Peru, Poland and Danzig, Roumania, Sweden, Syria, Alaska, Hawaii and Venezuela. Our imports from Finland, amounting to $3,003, were cut in half.

SHORN WOOL PRODUCTION

Shorn wool production in Canada for 1939 is estimated at 13,615,000 pounds as compared with 13,386,000 pounds in 1938. Although the number of sheep shorn was two per cent less than in 1938, the average yield per fleece was one-fifth of a pound greater, bringing total production above the 1938 level. Higher average yields were reported in all provinces except Nova Scotia.

Average prices received by farmers for wool during the three months, June, July and August of 1939 have been about the same as those prevailing in the same period of 1938. Prices of Eastern wools at Toronto were slightly higher during the summer months of 1939, but Western wools were about the same as a year ago, although there was some tendency for prices to strengthen. Alberta and Ontario are the leading wool producing provinces.

NEWS AND COMMENT

Winnipeg: During the month of December the Port of Winnipeg lost three veteran officers by the retirement on superannuation of D. W. Macdonald, Appraiser, Grade 3; J. C. Miller, Special Exciseman, Grade 1, and S. Carberry, Superintendent of the Express branch. Mr. Macdonald was retired December 6, 1939, after 32 years service, he having entered the service at Winnipeg October 10, 1907. Mr. Miller joined the service at Winnipeg May 11, 1914, his service thus extending over a period of more than 25 years. Mr. Carberry was first employed on April 1, 1910, and has been a member of the Port staff for 29 years. They were efficient officers, popular alike with their colleagues and the public.

Each of the retiring officers was the recipient of a gift as a token of the esteem in which they were held by the staff, the Collector, A. M. Kennedy, making the presentations. Mr. Macdonald and Mr. Carberry were presented with travelling bags, and Mr. Miller received a signet ring and a case of pipes.

D. W. Rutherford, President of the local Customs House Brokers Association, presented Mr. Macdonald with a fitted toilet case, and Mr. Carberry with a case of pipes as a token of the cordial relations that had existed between the retiring officers and the Customs Brokers.

Regina: According to figures furnished the Review by H. J. Gabb, Collector, Customs-Excise revenue at the port of Regina, Saskatchewan, during the three months period from October 1 to December 31, 1939, increased substantially at all points compared with the same period a year ago. Total collections amounted to $710,241, an increase of $254,238. Receipts in detail were: Customs import duties $294,194, increase $98,791; Excise duties $194,393, increase $105,439; Excise taxes $221,256, increase $49.935; sundry collections $398, increase $73.

Entries for the three months period numbered 4,487, an increase of 282; manifests 1,836, an increase of 279.

Walkerville: Customs-Excise revenue at the port of Walkerville for the calendar year 1939 showed a marked increase over 1938. The figures were: In 1938, $8,684,006; in 1939, $8,984,211; increase $300,204. There was an increase of 4,079 in the number of entries, the figures for the respective years being 84,182 and 80,003.

Niagara Falls: Sixty-day touring permits issued for United States cars during the month of December at the port of Niagara Falls increased by 422 to a total of 3,345 compared with December, 1938, also the number of permits and bonds issued for Canadian cars outward for touring purposes increased by 1,327 to a total of 6,142. Other traffic totals however declined. United States cars inward numbered 33,708, outward 32,657; Canadian cars inward 24,725, outward 24,329; other vehicles inward 1,841, outward, 1,887; passengers inward 226,996, outward 228,351.

The total number of United States cars entered for stays of 48 hours or less during December was 30,250. Buses inward numbered 926, outward 951.

Montreal: International air traffic, through the Customs Air Harbour, St. Hubert, increased substantially during December last compared with the same month a year ago, especially as regards the number of passengers carried which total quadrupled. Two hundred and sixty-eight planes, inward and outward, were handled, an increase of 78, while passengers numbered 2,093, an increase of 1,571, and pieces of baggage 2,681, an increase of 2,000. Traffic totals for December, 1939, in detail, showing comparison with December, 1938, were as follows:—

Aeroplanes inward 135, increase of 39, outward 133, increase of 39; passengers inward, 1,049, increase of 815, outward, 1,044, increase of 756; pieces of baggage inward 1,417, increase 1,097, outward 1,264, increase 903; express packages inward 76, increase 22, outward 21, increase 12; bags of mail inward 478, decrease 64, weight 4,548 pounds, decrease 7.179, outward 560, increase 226, weight 4,628 pounds, decrease 996.

The value of imports for December was $8,229 compared with $3,242 imported during December, 1938. Nine flights inward and 13 outward were cancelled owing to weather conditions. This compares with 17 flights inward and 27 outward cancelled during December a year ago. No tourist permits were issued.

Montreal revenue collected at both the express and postal branches, Montreal, during December last made substantial gains over December, 1938. At the Customs express branch collections amounted to $189,466, an increase of $12.402 while entries totalled 2.749, an increase of 117, and packages received 18.343, a decrease of 454. Collections at the Postal Branch amounted to $72.015, an increase of $6.027. Parcels received totalled 25.516, a decrease of 555, parcels cleared 25.078, a decrease of 494; entries 1.963, an increase of 75.

IMPORTS AND EXPORTS OF FRESH FRUITS

Canada's November, 1939, imports of fresh fruits amounted in value to $1.216,253 as compared with $982,634 in November, 1938. The value of the import from the United States was $1,091.244 and included fresh bananas to the value of $121.080, cranberries $89.145, grapefruit $108,548, grapes $228,029, lemons $105.927, oranges, mandarines and tangerines $311.021, and pears $119,324.

With a decline in the export of Canadian apples, the export of fresh fruits fell in November to $1.243.363 from $2.616,780 in November, 1938. The apple export amounted to 362.166 barrels valued at $1,195.298 compared with 741.725 at $2.558.326 a year ago.

EXPORTS OF WHEAT AND WHEAT FLOUR

Canada's domestic exports of wheat and wheat flour moved sharply higher in December. The wheat export advanced to 34,412,448 bushels valued at $26,041,163 from 15,982,526 at $9,047,598 in December, 1938, while the wheat flour export rose to 902,714 barrels at $3,040,213 from 365,085 at $1,157,946 a year ago. The average export price of wheat in December moved up to 75·7 cents from 50·4 a year ago, and that for wheat flour to $3.37 from $3.17. Wheat exports during the calendar year 1939 increased to 162,904,586 bushels valued at $109,050,542 from 114,178,301 at $89,393,814 in 1938. The wheat flour exports rose to 5,342,172 barrels valued at $16,378,301 from 3,911,886 at $17,637,743 in 1938.

EXPORTS OF BUTTER

The export movement of Canadian butter has followed a more or less erratic course throughout the years. The amounts exported from Canada were comparatively small until 1918 when shipments increased to nearly 11 million pounds as compared with 4¼ million pounds in the previous year. During the period 1915 to 1918, exports averaged a little over 6½ million pounds per year, and the total for the four years represented 7·7 per cent of the factory output. After the war a more pronounced advance was recorded.

In 1919 export shipments reached 16½ million pounds; and while a low tide movement was revealed in the two subsequent years, there followed a four-year period (1922 to 1925) in which exports moved up to exceptionally high levels. The average was approximately 21 million pounds annually, and the total exports during these four years represented 12·6 per cent of the creamery butter make. The all-time high was reached in 1925 when 26½ million pounds were shipped from Canadian ports.

A sharp reduction occurred in the course of the next twelve months, and a definite slump developed in 1927. From 1927 to 1930 the yearly average was slightly over 1¾ million pounds; in the period 1931 to 1934 the average was 4¾ million pounds, and from 1935 to 1938 the yearly average was nearly 5¼ million pounds. In 1935, the exports of 7¾ million pounds were the highest since 1931 when nearly 11 million pounds of butter were shipped out of Canada. In 1938 they fell slightly below 4 million pounds, but rose in 1939 to 12·3 million pounds.

DOMESTIC EXPORTS LAST YEAR

Canada's exports of domestic products, exclusive of gold, in 1939 amounted to $900,927,832 compared with $837,583,917 in 1938. The export of foreign products was $10,995,609 as against $11.100.216. The principal items of export were as follows, with the 1938 figures in brackets: wheat, $109.050,542 ($89.393,814); wheat flour, $16.378.301 ($17,637,743); fish, $28.880.949 ($26.530,993); furs, $14.568.986 ($14.096,503); meats, $37.501,930 ($36.308,801); cheese, $12,248,650 ($11,874.223); planks and boards, $48,835,505 ($35.887,481); wood pulp, $31.000,602 ($27.730,738); newsprint, $115,685.970 ($104.615,042); automobiles and parts, $25,542.718 ($24.914,930); partially manufactured copper, $52.454,556 ($52,524;509); unmanufactured nickel, $57,933,511 ($52,496,417).

There was an advance in the December export of Canadian produce. The value was $101,023,250 compared with $68,887,665 a year ago. This sharp advance was the result of heavy consignments of wheat, wheat flour, meats, newsprint, nickel and other commodities much in demand in other countries at the present time. The export of foreign produce was $951,206 compared with $975,271.

The following was the export of leading commodities with the figures of a year ago in brackets: wheat. $26 041,163 ($9.047,598); wheat flour, $3.040,213 ($1,157,946); fish, $2,786.153 ($2.215,187); furs, $2,076.644 ($2,207,256); meats, $5,409,544 ($2,701,120); cheese, $524,154 ($1,089,857); planks and boards, $3,976,246 ($3,298,775); wood pulp, $3,932,199 ($2,335,160); newsprint, $11,245,295 ($9,049,872); automobiles and parts, $2,185,327 ($2,213,743); partially manufactured copper, $3,457,456 ($4,432,307); unmanufactured nickel, $4,186,700 ($2,780,849).

It should be observed that the export of gold is not included in this statement.

PRODUCTION OF COAL AND COKE

In continuation of the advancing tendency noted in recent months Canada's November, 1939, production of coal rose to 1,719,479 tons from the November, 1938, total of 1,552,841. Although this was lower than the October total of 1,747,663, it was higher than in any other month since October, 1936. Output during the eleven months ended November aggregated 14,003,072 tons compared with 12,943,732 in the corresponding period of 1938. Production of 229,216 tons of coke in November was the highest total reported for any month during the past ten years. It was 1·1 per cent over the 226,614 tons of October this year and 27·7 per cent over the 179,473 tons made in November, 1938. During the first eleven months of 1939, 2,144,904 tons were produced compared with 2,162,401 a year ago.

November imports of coal amounted to 1,947,631 tons, representing an increase of 16·3 per cent over November, 1938, and 19·3 per cent over the five-year average for the month. Anthracite imports included 186,421 tons from the United States and 97,493 from Great Britain. Receipts of bituminous consisted of 1,660,198 tons from the United States and 2,730 from Great Britain. Imports of lignite from the United States totalled 789.

Exports of Canadian coal declined to 29,524 tons from the November, 1938, total of 48,471. During the first eleven months of 1939 the total was 334,803 tons compared with 324,441 last year.

OVERSEAS EXPORT CLEARANCES OF WHEAT

Overseas export clearances of wheat during the week ended January 5 totalled 1,289,059 bushels, while the imports into the United States for consumption and milling in bond amounted to 189,000 bushels, amounting in all to 1,478,059 bushels in comparison with 2,115,138 in the same week of 1939. Overseas export clearances of wheat during the twenty-three weeks ended January 5 aggregated 56,481,061 bushels, while the imports into the United States amounted to 4,242,818 bushels, making a total of 60,723,879 bushels compared with 73,937,686 in the corresponding period of the previous crop year.

EXPORTS OF LUMBER IN NOVEMBER

Canada's export of planks and boards, going largely to the United States and the United Kingdom, amounted in November last to 138,924,000 feet valued at $3,805,012 compared with 244,085,000 at $6,035,417 in October and 156,875,000 at $3,475,130 in November, 1938. Exports during the eleven months ended November aggregated 1,962,848,000 feet compared with 1,509,826,000 in the corresponding period of 1938. The leading varieties exported in November were as follows, with figures for 1938 in brackets: spruce, 60,702,000 (56,498,000) feet; Douglas fir, 37,400,000 (61,448,000); pine, 15,644,000 (11,203,000); hemlock, 10,193,000 (14,981,000); birch, 8,244,000 (4,913,000); cedar, 4,531,000 (5,167,000); maple, 976,000 (925,000).

PRODUCTION OF SILVER

The Canadian production of silver in October, 1939, amounted to 1,683,164 ounces compared with 1,979,640 in September and 1,765,787 in October, 1938. Output during the ten months ended October aggregated 19,320,562 ounces compared with 18,837,602 in the same period of 1938.

FUR PRODUCTION IN 1937-38

Lower average prices were responsible for the decrease in the total value of furs produced in Canada during the twelve months ended June, 1938, when the value was $13,196,354 compared with $17,526,365 in the previous season and $15,464,883 in 1935-36. These totals comprise the value of pelts taken by trappers and pelts sold from fur farms, the value of the latter representing approximately 43 per cent of the whole.

The value of the silver fox pelts at $6,183,522, represents 47 per cent of the total of all kinds of furs. Second in importance is mink, with a total value of $1,400,587. Probably 40 per cent of the number and 50 per cent of the value of mink taken may be credited to the fur farms. Muskrat came next at $1,320,000, white fox $700,194, beaver $568,486, marten $555,002, red fox $449,985, ermine $348,213, cross fox $319,151, lynx $315,192, coyote $285,360, otter $176,533, fisher $140,293, squirrel $113,811.

London and New York are the chief markets for Canadian furs, the export trade for the twelve months ended June, 1938, totalled $12,653,355, the United Kingdom receiving $8,363,694 worth and the United States $3,610,520. At the close of the Great War, Montreal took a position as an international fur market, holding the first Canadian fur auction sale in 1920. At the sales held in Montreal during 1938 the pelts sold numbered 1,438,101, while the value amounted to $4,992,956. Fur auction sales are held also at Winnipeg, Edmonton and Vancouver.

IMPORTS AND EXPORTS OF HIDES AND SKINS

Canada's import of hides and skins rose in November, 1939, to 76,639 cwt. from the November, 1938, total of 42,747. On the other hand the exports declined sharply, totalling 13,012 cwt. compared with 63,175. Imports during the eleven months ended November advanced to 400,885 cwt. from 233,116 a year ago and the exports to 380,390 cwt. from 319,192.

JUST AMONG OURSELVES

JANUARY-FEBRUARY

ADDITIONS

NOVA SCOTIA

AMHERST: N. D. Wiles, Customs Excise Examiner.
ANTIGONISH: A. O. Philip, Collector of Customs and Excise, Limited Service Port.

ONTARIO

FORT ERIE: E. E. Morrow, Customs Excise Examiner; G. S. Quirk, Customs Excise Examiner.
KITCHENER: T. A. E. Warder, Customs Excise Examiner.
NIAGARA FALLS: R. A. Damude, Clerk, Grade 1.
TORONTO: F. J. Foley, Customs Truckman; J. MacLeod, Clerk, Grade 1.

BRITISH COLUMBIA

TRAIL (Paterson): F. M. Hackney, Customs Excise Enforcemeut Officer (Part time).

CUSTOMS INSPECTION

HALIFAX: F. H. B. Shaw, Stenographer, Grade 1.

ADMINISTRATIVE

L. Biberovich, Translator (Examiner); S. R. MacQuarrie, Clerk, Grade 2; B. I. Maxwell, Stenographer, Grade 1; I. B. Miller, Stenographer, Grade 1.

DEDUCTIONS

NOVA SCOTIA

HALIFAX: J. W. Brush, Cashier and Computing Clerk (Retired).

QUEBEC

MONTREAL: Georges Gauthier, Customs Express or Postal Superintendent (Retired); J. A. Homier, Customs Appraiser, Grade 2 (Retired); J. A. H. Marsan, Customs Excise Examiner (Retired); L. A. Mason, Customs Excise Examiner (Retired).

ONTARIO

TORONTO: C. G. Norris, Clerk, Grade 1 (Resigned).

ALBERTA

EDMONTON: A. F. Murray, Computing Clerk (Deceased).

BRITISH COLUMBIA

VANCOUVER: C. E. Acker, Customs Excise Clerk (Retired); Geo. James, Customs Excise Examiner (Retired).

ADMINISTRATIVE

R. B. Kennedy, Stenographer, Grade 1 (Resigned).

AUDIT

TORONTO: B. Pomerlan, Office Boy, (Resigned).

PROMOTIONS

NOVA SCOTIA

HALIFAX: C. J. Beaton, from Customs Excise Examiner to Customs Excise Clerk (Relieving); Thos. Stokes, Jr., from Customs Express and Postal Cashier to Cashier and Computing Clerk.

ONTARIO

TORONTO: H. L. Foreman, from Customs Warehouse Foreman to Customs Warehouse Keeper.

BRITISH COLUMBIA

VANCOUVER: J. A. Smiley, from Senior Customs Excise Clerk to Gauger; F. C. Boshard, from Office Boy to Clerk, Grade 1.

ADMINISTRATIVE

W. F. Falkner, from Examiner of Refund Claims to Senior Customs Excise Checking Clerk.

PROMOTIONS AND TRANSFERS

QUEBEC

J. A. Dorais, from Customs Excise Examiner (Seasonal) Rock Island, to Customs Excise Examiner, Rock Island (Beebe).

ONTARIO

Edmond Caza, from Sub-Collector of Customs aud Excise, Limited Service, St. Regis, P.Q., to Customs Excise Examiner, Cornwall, Ont.

TRANSFERS

ONTARIO

V. J. Butler, from Customs Excise Clerk (Relieving) Ottawa to Customs Excise Clerk (Relieving) Picton.
M. C. Milton, from Customs Excise Examiner, London, to Customs Excise Examiner, Toronto.

BRITISH COLUMBIA

J. Powell, from Customs Excise Examiner, Pacific Highway, to Customs Excise Examiner, New Westminster; W. Tinney, from Customs Excise Examiner (Yukon), White Horse, Y.T., to Customs Excise Examiner, Vancouver; C. F. Way, from Customs Excise Examiner, New Westminster, to Customs Excise Clerk, Vancouver.

EXPORT OF MEATS

A sharp advance was recorded in the value of Canada's November, 1939, export of meats, bacon and hams to the United Kingdom accounting for most of the gain. The total export of meats in November was $4,517,329 compared with $3,447,205 in October and $3,477,319 in November, 1938. The value of bacon and hams sent to the United Kingdom was $3,853,506.

COMPARATIVE STATEMENT OF CUSTOMS AND EXCISE REVENUE RECEIVED DURING THE MONTH OF JANUARY, 1939 AND 1940.

—	1939	1940	Increase	Decrease
	$ c.	$ c.	$ c.	$ c.
Customs Duties	5,989,815 45	9,703,462 91		
Less Refunds and Drawbacks	1,043,315 49	700,414 14		
Net	4,946,499 96	9,003,048 77	4,056,548 81	....
Excise Taxes	13.085,614 59	15,497,566 41		
Less Refunds and Drawbacks	317,818 47	316.474 71		
Net	12,767,796 12	15,181,091 70	2,413,295 58	....
Excise Duties	3,575,746 32	5,706,710 08		
Less Refunds and Drawbacks	19,232 72	45,720 08		
Net	3,556,513 60	5,660,990 00	2,104,476 40	....
Sundry Collections	51,313,86	54,123 88		
Less Refunds	35 00	70 24		
Net	51,278 86	54,053 64	2,774 78	....
Net Totals	21,322,088 54	29,899.184 11	8,577,095 57	
Net Increase	....	....	8,577,095 57	

TOTALS FOR TEN MONTHS

—	1938–39	1939–40	Increase	Decrease
	$ c.	$ c.	$ c.	$ c.
Customs Duties	75,171,613 31	89,983,137 09		
Less Refunds and Drawbacks	8,951,348 74	8,009,425 84		
Net	66,220,264 57	81,973,711 25	15,753,446 68	....
Excise Taxes	137,379,345 63	134,055,838 36		
Less Refunds and Drawbacks	3,117,763 46	3,139,889 48		
Net	134,261,582 17	130,915,948 88	....	3,345,633 29
Excise Duties	44,769,466 30	54,452,093 56		
Less Refunds and Drawbacks	400,437 75	728,715 25		
Net	44,369,028 55	53,723,378 31	9,354,349 76	....
Sundry Collections	594,343 63	487,973 49		
Less Refunds	253 09	190 14		
Net	594,090 56	487,783 35	....	106,307 21
Net Totals	245,444,965 85	267,100,821 79	25,107,796 44	3,451,940 50
Net Increase	....	....	21,655,855 94	

COMPARATIVE STATEMENT OF INCOME TAX REVENUE RECEIVED DURING THE MONTH OF JANUARY 1939, AND JANUARY, 1940

—	January 1939	January 1940	Increase	Decrease
	$ c.	$ c.	$ c.	$ c.
Net Collections	4.724,431 67	5,882,215 89	1,157,784 22	....

TOTALS FOR TEN MONTHS

—	1938-39	1939-40	Increase	Decrease
	$ c.	$ c.	$ c.	$ c.
Net Collections	133,921,857 74	124,510,856 45	....	9,411,001 29

INCOME TAX COLLECTIONS BY DISTRICTS

Comparative statement of net collections by districts received during the months of April to January inclusive, of the fiscal years 1938-39 and 1939-40. (Decrease marked*.)

Districts	1938-39	1939-40	Increase or Decrease
	$ cts.	$ cts.	$ cts.
Charlottetown	459,312 55	518,084 17	58,771 62
Halifax.......	2,188,833 10	1,893,795 09	* 295,038 01
Saint John....	1,531,788 20	1,259,339 72	* 272,448 48
Quebec........	1,558,240 75	1,615,621 63	57,380 88
Montreal......	34,338,259 28	33,270,391 87	*1,067,867 41
Ottawa.......	8,532,075 71	7,763,826 80	* 768,248 91
Kingston......	269,789 62	428,400 56	158,610 94
Belleville.....	576,438 61	512,725 07	* 63,713 54
Toronto.......	46,254,781 43	42,354,514 88	*3,900,266 55
Hamilton.....	9,084,729 56	8,483,026 44	* 601,703 12
London.......	11,863,825 71	10,393,755 47	* 1,470,070 24
Fort William..	475,359 20	411,697 49	* 63,661 71
Winnipeg......	3,662,408 85	3,499,984 27	* 162,424 58
Regina........	303,564 65	325,685 29	22,120 64
Saskatoon.....	167,175 79	180,138 12	12,962 33
Calgary.......	1,599,996 27	2,172,992 37	572,996 10
Edmonton....	546,957 71	576,608 73	29,651 02
Vancouver....	10,463,144 74	8,765,705 35	*1,697,439 39
Yukon........	45,176 01	84,563 13	39,387 12
Total.....	133,921,857 74	124,510,856 45	*9,411,001 29

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The National Revenue Review

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TRADE AND REVENUE FACTS,
DEPARTMENTAL RULINGS, INCOME TAX COLLECTIONS

March, 1940

Vol. XIII No. 6

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The National Revenue Review

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J. Sydney Roe, Editor

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A Bequest of Conscience Money

A BEQUEST of conscience money is something quite new. Notice was received recently by the Sub-Collector of Customs of an outport in British Columbia, from a lawyer residing in the State of Washington, that the sum of thirty-five dollars had been bequeathed to the Canadian Customs by a former resident of his city in his last will and testament. The will read in part as follows:—

"I give and bequeath to the Canadian Customs officials at ...., or to such Canadian Customs officials entitled to receive the same, the sum of thirty-five dollars ($35), in settlement of an unliquidated obligation belonging to the Canadian Customs officials."

This is the first time on record that the Department of National Revenue has received conscience money the payment of which was stipulated in a will.

Before the bequest was received, however, the designated sum was reduced by $3.50 in payment of the United States inheritance tax, leaving a total of $31.50. Nevertheless, owing to the present rate of exchange on United States currency, this amount represented in Canada a total value of $34.65.

The Welcome Sign is Out

WITH Europe's gateways closed to tourist traffic, it is expected that the coming tourist season in Canada will be one of the busiest on record. Tourists from the United States have the opportunity this year of observing a country at war going quietly and confidently about the work in hand. To-day United States money is at a ten per cent premium in Canada, while Canadian Customs restrictions are fewer, and highways, hotels and tourist camps better, than ever before. It is estimated that United States tourists spend in Europe each year nearly three hundred million dollars. Some of this money will no doubt be diverted to the tourist trade of Canada this year. United States tourists are learning, too, despite some adverse and misleading propaganda, that Canada at war is just as good a neighbour as Canada at peace, and that the flow of legitimate tourist traffic entering and leaving this country since its entry into war is just as free.

The welcome sign is out, nor has there ever been a better time for its display.

Brought in Free Last Year

ALMOST nine and a half million dollars worth of goods were brought into Canada duty free under the one hundred dollars' exemption clause provided in the Customs Tariff, by Canadians returning from abroad during the past calendar year. The exact amount was $9,484,042, of which $9,077,213 worth came from the United States, the remainder $406,829 being from all other countries. During 1938 goods entered under this tariff provision were valued at $8,714,503, showing an increase for the past year of $769,539. Clothing imports constituted over 45 per cent of the total for last year, being valued at $4,309,096 from all countries. Of this amount $4,122,292 came from the United States. The second heaviest imports were of furniture and household appliances totalling $1,213,276, of which $1,177,546 was from across the border. Then followed boots and shoes $912,679, the States supplying $897,382; radios, $809,564, the States supplying $806,478. Automobile tires and tubes and automobile accessories were purchased almost entirely in the United States, the total figures for tires and tubes being $153,741, of which $153,698 was from the States, and for automobile accessories $97,591, of which $97,522 was from across the line. All other goods were classified as miscellaneous commodities and totalled in value $1,988,095, of which amount $1,822,295 came from the United States.

During the month of December, 1939, returning Canadians brought in goods under this tariff provision to the value of $455,385. This compares with a total of $607,838 for December, 1938, showing a decrease of $152,453. Amounts from the United States alone for these respective periods were $452,141 and $588,841. Totals in detail for December last, showing values brought in from all countries, with totals from the United States in brackets, were: clothing, $185.307 ($184,178); furniture and household appliances $64,899, ($63,802); radios, $42.901 ($42,756); boots and shoes, $34,573 ($34.521); automobile tires and tubes $5,996 ($5.996); automobile accessories, $5,428 ($5,428); miscellaneous commodities, $116,281 ($115,460).

Glimpse of Excise Tax Audit Branch

(*Editor's note:* This interesting article was prepared for the Review by R. A. Bishop, Chief Auditor of Excise Taxes.)

CANADA until the advent of the World War, 1914-18, was, except for Customs and Excise duties, almost untouched by national taxation. Up to that time her taxes were largely local in character. The heavy burden which the country was called upon to bear, as her share in the cost of the war, made it essential that the federal Government seek a source of revenue that would be continuous over a period of years. With this in view, an amendment to the Special War Revenue Act was passed in 1920, imposing a sales tax on goods sold by manufacturers and wholesalers.

In September, 1920, provision was made by Order in Council for the appointment of 30 auditors, whose duties were to audit the records of firms subject to this tax.

These auditors formed a part of the Excise Tax branch until 1922. At that time they were transferred to the Customs-Excise Inspection branch. The auditors were located in the larger centres throughout the country and were nominally under the direction of Inspectors of Customs and Excise.

As a result of recommendations contained in the Report of the Royal Commission, which investigated the Customs-Excise services, a separate audit branch was created in June, 1927, and the number of auditors was substantially increased. The branch was to be administered by a Chief Excise Tax Auditor who was to be responsible to the Commissioner of Excise.

For audit purposes the country was then divided into three divisions. Eastern (Quebec and the Maritimes), Central (Ontario to Sault Ste. Marie), and Western (Sault Ste. Marie to the Pacific Coast). A supervisor was placed in charge of each Division with an assistant supervisor more directly in charge of the metropolitan areas on Montreal, Toronto and Vancouver. The supervisor was responsible for the allocating and orderly progress of the work in his division, for the satisfactory performance of duties by auditors, and for the attainment, as far as possible, of the yearly objective set by the Chief Auditor. Later when Appraisers for handling work on fur dressing, clerks for checking refund claims and port records and other clerical staff were added, they came under his direction.

Shortly after the branch was established a system was devised which insures periodic audits of all firms subject to sales tax. Auditors' findings are recorded in reports forwarded to headquarters at Ottawa. Here they are carefully examined by a staff of experienced auditors, to make sure that the tax has been correctly applied. If doubt exists, the auditor is requested to clarify his report.

Questions of a complex nature are continually arising in connection with the administration of the Act. A number of special auditors investigate questions of this character. Their reports and recommendations are submitted to headquarters, where they are dealt with by the branch concerned. Assessments established by auditors, which are disputed by taxpayers, are also frequently referred to a special auditor for review, in order that the propriety of the auditors' actions may be more carefully studied. The work of the special auditors is of great value in the successful functioning of the Audit branch.

There are 20 auditors specially assigned to Stock Transfer Tax work. These are in general engaged on audits of bond dealers, stock brokers, investment and security dealers and other large financial institutions. A large number of mining and oil companies have required extensive audits to verify payment of this tax on the huge volume of trading in these shares.

All refund claims in respect of Domestic Sales and Excise Taxes require verification. Claims for amounts of $100 and over are verified by auditors, and claims for amounts less than $100 are verified by a staff of computing clerks specially trained for this work.

The Special War Revenue Act provides for a sales tax on the fair market value of furs when dressed and dyed. A staff of appraisers are engaged on this work in the premises of dressers and dyers.

Other federal taxes that were imposed from time to time such as the tax on long distance telephone calls, tax on cosmetics, wines, playing cards, etc., are all subject to audit.

Sales tax audits provide by far the greatest part of the work. The scope and type of these vary widely, from a job printer employing only one or two men, to petroleum refineries and automobile manufacturers operating units across the whole Dominion. Some audits present few difficulties, while others present many and necessitate extensive analysis of voluminous records.

All firms paying sales tax are licensed. There are approximately 20,000 licensees whose records are subject to audit. The greatest number are located in the large centres, but there are producers of taxable goods scattered through the remote areas of Ontario and Quebec, the Prairie Provinces to the Peace River district and the mountainous interior of British Columbia.

Due to increased duties and to the desire of licensees for more frequent audits the staff has had to be continually increased until now it comprises 208 members.

Auditors are frequently called upon to discuss with taxpayers problems affecting the application of the Act to their particular businesses. Back in 1920 the late Mr. G. W. Taylor, speaking to the first auditors before they started out, said it was his opinion that much missionery work would have to be done to educate the taxpayer, in the application of the Act. This proved only too true. Everywhere, the auditor met opposition and a general reluctance to produce records. Many difficult situations were encountered, humourous and otherwise. However, in the intervening years, through the conscientious efforts of all members of the Excise Division, a spirit of mutual co-operation developed. This was largely due to more clearly interpreting the application of the Act and suggesting better methods of keeping records. To-day a friendly, tolerant understanding exists between the taxpayer and his Government service. He knows the tax is necessary and in most instances pays it with a smile. To have had a share in accomplishing this has brought a measure of compensation to all who have endeavoured to make the operation of the Act a success.

Departmental Rulings

"CYCLONE" Sock Dryer, manufactured by Beluche, Duerre & Company Inc., Buffalo, N.Y., at the present time is held to be of a class or kind not made in Canada and admissible at 10 per cent ad valorem, item 427a, under the Canada-United States Trade Agreement. Motor—item 445g.

Rapid Plastic Granulating Machine, manufactured by Leominster Tool Co. Inc., Leominster, Mass., at the present time is held to be of a class or kind not made in Canada and admissible at 10 per cent ad valorem, item 427a, under the Canada-United States Trade Agreement. Motor—item 445g.

"Wells" Improved Automatic Spring Coiler, pulley driven, manufactured by Frank L. Wells Company, Kenosha, Wis., at the present time is held to be of a class or kind not made in Canada and admissible at 10 per cent valorem, item 427a, under the Canada-United States Trade Agreement.

Rod Turning Machines, which turn and cut rods of plastic materials, manufactured by Standard Tool Company, Leominster, Mass., at the present time are held to be of a class or kind not made in Canada and admissible at 10 per cent ad valorem, item 427a, under the Canada-United States Trade Agreement. Motor—item 445g.

"LeBlond" 6" and 9" Multi-Cut Lathes, manufactured by R. K. LeBlond Machine Tool Company, Cincinnati, Ohio, at the present time are held to be of a class or kind not made in Canada and admissible at 10 per cent ad valorem, item 427a, under the Canada-United States Trade Agreement. Motors—item 445g.

Gear Shaving Machine, manufactured by the National Broach and Machine Company, Detroit, Mich., at the present time is held to be of a class or kind not made in Canada and admissible at 10 per cent ad valorem, item 427a, under the Canada-United States Trade Agreement. Motor—item 445g.

"Bacharach" Dry Chemical Feed Machine, manufactured by E. W. Bacharach, Kansas City, Mo., at the present time is held to be of a class or kind not made in Canada and admissible at 10 per cent ad valorem, item 427a, under the Canada-United States Trade Agreement. Motor—item 445g.

When the Ice Bridge Forms

(*Editor's Note:* This article was written for the Review by William Pearson, Customs-Excise Enforcement Officer at Port Lambton, Ontario.)

THE Preventive Station of Port Lambton, Ontario, is situated on the river St. Clair and a ferry operates between Roberts Landing, Michigan, and this point. Each year the ice jams, making a crossing over the river for automobiles and passengers. This year passengers commenced crossing on January 7 and automobiles twelve days later. This traffic keeps the one man on duty as Customs-Excise enforcement officer and Immigration inspector busily employed.

When the ferry operates, the hours are from 7.30 a.m. to 7.30 p.m. during weekdays, and 8.30 p.m. on week ends and holidays. During the summer months when tourist travel is greatest, a seasonal officer is employed and the ferry operates till 10 p.m.

When crossing is on the ice and there is no ferry toll to pay, the travelling public does not consider that an officer requires any leisure moments; they just come and go as they please.

The duties required under Foreign Exchange regulations keeps the officer busily engaged on their enforcement. Week-end traffic is very steady and a recapitulation of business on Sunday, January 21, will give officers at the large border ports an idea of the worries of a one-man office.

At 7 a.m. an American car crossed on the ice bridge and reported at the office. On finding that the officer can be located at his home (which information is posted on the office door) he arrived at the house and when met at the door his first remarks were "Sleeping in this morning, eh?" After ignoring the remark and proceeding to the car for Customs and Immigration inspection, he advises that he heard that cars were crossing on the ice and just drove over to say to his friends that he had driven over the river St. Clair.

After breakfast, the officer arrived at the office and found two Canadian cars desiring to proceed to Detroit and return, approximately at 1 a.m. after a hockey game that evening. On issuing permits they were politely informed that the United States office closed at 7 p.m. and this office did likewise. On being asked what would happen if they did return at 1 a.m. over the ice, they were advised that if they were caught by the R.C.M.P., who have a detachment here, they would be penalized, so they decided that they would return at Windsor.

From 8 a.m. pedestrians coming from Roberts Landing, Michigan, to attend early church service occupy the officer's time. Then the proprietor of the store opposite the office calls over that you are wanted on the telephone at his store. Proceeding to the phone you automatically say into it, "Yes, its safe to drive over the ice."

Starting at 11 a.m. the United States cars arrive (the occupants are visiting relatives invariably around meal time) and ask how late does the office stay open.

Noon arrives and traffic is heavy inwards and outwards and no chance to get home for dinner.

Around 2 p.m. about 150 young and middle aged people are out on the middle of the river ice-boating, skating and playing hockey. In between times a Canadian returns from a 48-hour sojourn in the U.S.A. and desires to make an exemption entry. On informing that there is 10 cents a pound tax on the three pounds of coffee imported under the exemption, there is the usual explanation given that regulations require this to be collected.

About 6 p.m. the United States cars commence returning to their side of the line. The usual remarks are to the effect that they hope to see you next Sunday if the ice is still on the river. Several Canadian cars return from attending picture shows on the United States side and after examination, remark "It's too bad that you do not stay open till at least twelve p.m." From office records there are still five Canadian cars that intended to return but at closing time they have not returned.

Arriving home at 8 p.m. three cars come over around 10 p.m. that come to your home for inspection. After donning clothes and overshoes you proceed to give the cars a frisking just to let the occupants know that whether they come to the office or home they are not getting away with anything.

After finishing the first hot meal during the day the officer retires to bed wondering if by any chance the remaining two Canadian cars had returned to Canada by some other port of entry or would the R.C.M.P. by chance catch them crossing the ice-bridge with their lights turned off. This story is an account of the first Sunday that automobiles crossed, and when the people who have crossed advise their friends of how good the ice-crossing is traffic will be heavy.

Tariff Board Decisions

DECISIONS of the Tariff Board on Appeals Under the Provisions of Part II of the Tariff Board Act.

At the sitting on the 27th November, 1939, Appeal No. 120. In the matter of the appeal by the Dominion Steel and Coal Corporation Limited, Montreal, from a ruling of the Department of National Revenue that Special Wellman Gas Producers are dutiable under Tariff Item 427a rather than under Tariff Item 410p.

Ruling on December 11, 1939: "Appeal Allowed."

"Made in Canada" Rulings

DENTAL Chairs have been transferred from the category of " a class or kind *not made* in Canada " to that of " a class or kind *made* in Canada," and, in accordance with the Government's undertaking to give " adequate notice " to parties concerned, the ruling referred to is to be effective three weeks from the date hereof, viz. February 16, 1940.

Tariff Change by Order in Council

BY Order in Council (P.C. 599), dated the 12th day of February, 1940, passed under the authority of Section 284, paragraph (*k*) of the Customs Act, it is ordered that the undermentioned product, when imported for use in canning fish, be accorded for the period named the tariff treatment hereunder indicated:

Soya bean oil for use in canning fish:

	Until the 31st day of July, 1940:
British Preferential Tariff	Free
Intermediate Tariff	Free
General Tariff	Free

(To be designated as Tariff Item 831.)

The Order in Council referred to is effective on and after the 17th February, 1940, the date of publication in the *Canada Gazette.*

Canada's Leading Markets Last Year

CANADA'S 20 leading markets in 1939 were as follows: United States $380,392,000, United Kingdom $238,084,000, Australia $32,029,000, Japan $28,168,000, British South Africa $17,965,000, New Zealand $11,954,000, British West Indies $11,751,000, Norway $10,904,000, Newfoundland $8,506,000, Germany $7,869,000, Netherlands $7,357,000, Belgium $7,261,000, France $6,973,000, British India $5,396,000, Brazil $4,407,000, Sweden $4,284,000, Argentina $4,117,000, Ireland (Eire) $3,597,000, Mexico $3,004,000, Straits Settlements $2,782,000.

Prohibited Exports

REFERRING to goods the exportation of which is prohibited, except under licence or permit, by Orders in Council passed under the authority of Section 290 of the Customs Act and the War Measures Act:—

Collectors, transportation companies and others concerned are advised that, except when specially authorized, shipments may not go forward from interior points to the frontier ports of exit unless the required export licence or permit accompanies the shipping documents.

Shipments may go forward when the serial No. of a War Materials Permit of Goods Permit is inserted in Form B or Export Entry Form B 13 in the blank space above that provided for the Collector's signature, in the following form:

"War Materials Permit No .... authorized."
(or Goods)

In cases where the licence or permit is an authorized endorsation of the Foreign Exchange Control Board's form B, Export Entry Form B 13 similarly endorsed may be accepted when the shipper is the holder of the Board's BE Permit.

Excise Duty Collections

Comparative statement of Excise duty collections, in Canada, during the months of January, 1939, and January, 1940.

January, 1940, spirits, matured, $673,311.13; January, 1939, $408,849.43. January, 1940, spirits, unmatured, $94,236.13; January, 1939, $63,126.53. January, 1940, validation fee, $26,620.83; January, 1939, $18,192.84. January, 1940, malt, $1,044,367.20; January, 1939, $553,932. January, 1940, beer, $24,054.75; January, 1939, $9,443.94. January, 1940, malt syrup, $6,319.95; January, 1939, $7,944.91. January, 1940, cigars, $28,828.92; January, 1939, $23,250.29. January, 1940, Cigarettes, $3,269,558.57; January, 1939, $2,030,858.94. January, 1940, manufactured tobacco, $582,853; January, 1939, $380,512.80. January, 1940, licences, $37; January, 1939, $160. January, 1940, Total $5,750,187.48; January, 1939, $3,496,271.68.

Comparative statement of tobaccos, cigarettes and cigars entered for consumption, in Canada, during the months of January, 1939, and January, 1940.

January, 1940, tobacco, cut, 1,967,491 pounds; January, 1939, 1,608,825 pounds. January, 1940, tobacco plug, 252,797 pounds; January, 1939, 224,532. January, 1940, tobacco, snuff, 65,972 pounds; January, 1939, 66,425 pounds. January, 1940, cigarettes, number, 634,271,934; January, 1939, 507,688,310. January, 1940, cigars, number, 9,897,643; January, 1939, 7,635,810.

Exports of Wheat and Flour

EXPORTS of Canadian wheat were higher in January, 1940, amounting to 10,357,605 bushels valued at $9,249,937 compared with 7,878,963 at $4,646,437 in January, 1939. The average export price advanced to 89·3 cents per bushel from 59 cents in January, 1939. January exports of wheat flour moved up to 725,316 barrels valued at $2,612,385 from 379,538 barrels at $1,172,324 in January, 1939, the average export price per barrel advancing to $3.60 from $3.09.

Production of Refined Sugar

DURING the first four weeks of 1940, Canada's ten sugar refineries manufactured 54,728,387 pounds of refined sugar, 47,790,059 being granulated sugar and 6,938,328 yellow and brown. In the corresponding period last year 18,575,206 pounds of refined sugar were manufactured.

Prohibited Imports

BY Order in Council, P.C. 518, dated the 7th February, 1940, it is ordered that the importation of undressed silver or black fox furs or skins into Canada be prohibited as from February 8th, 1940, and until such time as a system of grading is set up and control is established over the exports of silver and black fox furs or skins from Canada or until June 30th, 1940, if a system of grading and control over exports is not established before that date.

Animals for the Improvement of Stock

REFERRING to Memorandum Series D No. 49, T.M.R.-9 Revised, collectors are advised that the heading of Declaration Form 5 as shown on Page 9 is hereby amended to read as follows:—

Declaration to be made by sole owner, or one of several owners, or his agent or the consignee, as the case may be, in respect of animals imported for temporary period only.

The qualifying words relating to signature of this form are also amended to read,—

Signature of owner, or of one of the owners, or of the agent or consignee, as the case may be.

Imports of Tea and Coffee

CANADA imported more tea but less coffee in December, 1939, than in the corresponding month of 1938, the former totalling 3,623,165 pounds compared with 3,126,170 and the latter 2,705,096 pounds compared with 3,100,221. During the calendar year 1939 advance was recorded in both cases, tea imports advancing to 43,393,607 pounds from 37,591,064 in 1938 and coffee to 47,314,575 pounds from 43,139,830.

Fur Trading in the Early Days

HERE are some interesting notes on the early fur trade in the Hudson Bay district, which the *Editor* found recently. Trade was by barter in those pioneer days and value was computed in terms of beaver skins. A ship, perhaps *The Prudent Sarah,* or *The Bachelor's Delight,* or *The Nonsuch,* would load at the docks in London with a cargo calculated to suit the tastes of the Indian. A typical cargo loaded in 1672 included two hundred fowling pieces, with powder and shot, two hundred brass kettles, twelve gross of knives and one thousand hatchets. Years later when the red man's tastes became more diversified cargoes included cloth, capots, blankets, caps, shirts, powder horns, needles, pins, scissors, thimbles, fish hooks, paint, string, glass beads, etc.

The goods once landed at a trading post in the North American wilds business would begin. The Indians, however, visited the forts principally in summer when travel by river and lake was easy and the hunting, because of the poor quality of the fur in warm weather, was at a standstill. Three or four Indians would enter the fort together and deliver their furs to the traders who were the only employees allowed to deal with the natives. The standard of payment, in the earliest days, was set by the Chief Factor, a uniform standard not being set by the Company itself until the close of the 17th century, when the " castor " or " made beaver " or simply " skin " represented a more or less regular value. A gun would bring from 8 to 12 beaver skins, one half-pound of powder or beads, or one pound of tobacco were valued at one skin, as were also 20 flints, 20 fish hooks, 5 pounds of sugar, one kettle. A pistol was worth 4 beaver, one gallon of brandy 4 beaver, one blanket 6 beaver. In England a beaver skin sold for anything from eight to thirty-two shillings. Other furs such as the mink, marten and ermine brought higher prices, and the rare silver fox brought at times £400 a skin. However, when these furs were obtained from the Indian they were all valued in terms of beaver. It was common practice for a fur company to stamp out coins from the lead casings of tea chests and to mark on them a denomination according to the number of beaver skins represented, as, for instance 1 B or 2 B. At one time sticks, quills or other simple tokens were used as a medium of exchange—60 sticks representing one beaver. The Indians were good spenders and generally exhausted all their " coinage " before leaving a store. Even after his supply of sticks was exhausted the Indian could rely on his credit for further supplies.

In spite of his fondness for the white man's goods, willingly going long distances out of his way to different trading posts where bargains were to be had, perhaps a few extra beads or a pound more of tobacco, the Indian had no idea of the value of his possessions and consequently took little care of them. He might leave a valuable gun out in the rain until it became useless, or sometimes, in sheer bravado, he would burn or otherwise destroy quantities of his goods.

Competition in the fur trade became very keen even in those early days. Rival companies sprang up and individual freebooters roamed the forests. The Indians, however, were quick to perceive that the old-established companies gave better value in return for their furs. The Indians of Athabaska, for example, carried their furs to Fort Churchill on the shores of Hudson Bay, a difficult trip that required five or six months to complete.

Although rival traders sometimes clashed they more often sought to beat one another by trickery. Rival trading posts were often built in the same vicinity and there was much friendly intercourse. However, business was always the first consideration. A story is told that on one occasion tracks of returning Indian hunters were discovered in the snow by the employee of a Company whose post stood close to its rival. That very night this Company gave a party and while its rival traders feasted and caroused it despatched a number of dog sleds to overtake the Indian hunters. The following day the rival Company sent out its teams but after covering the distance of about forty miles to the Indian encampment they found not a fur left. They understood then the sudden invitation to the party.

The tables were soon turned, however, when these rival groups met on their way to another encampment and stopped to exchange compliments. Liquor flowed freely but the traders that had been outwitted before spilled much of their liquor on the snow and so kept sober. After their rivals had drunk themselves to sleep they tied them to their sledges and started the dogs homeward. The sleepers were carried back safely to their post while the traders of the other company made a clean-up in furs.

HERE AND THERE

A recent issue of the *Windsor Daily Star* contained this little story:—

A man in Winnipeg lightened his purse of three dollars and his conscience of a load of worry at the same time, Windsor customs and excise officials revealed.

A. H. Dalziel, collector of Customs and Excise for the port of Windsor, received the three dollars in the mail from a westerner who admitted it was owing His Majesty's Government as duty due on clothing he had smuggled into Canada from Detroit years ago.

Border officials here are not unaccustomed to getting " Conscience money " from repentant citizens in all parts of Canada, and sometimes the United States, they acknowledge.

" It's usually the little fellow who tries to make amends for his misdeeds," one officer said. " We rarely receive more than $10 or $15 from anybody. Sometimes it's years after the petty smuggling has taken place that we receive a cheque or an anonymous letter accompanying cash.

" Sometimes the writer doesn't bother to explain his sense of honour. But other persons tell us that their conscience has been troubling them for years, or that a religious revival or experience has prompted the action. And apparently just as many women as men are prone to try and atone for such offences."

The unfortified boundary between Canada and the United States did not just "happen" because of a mutual desire on the part of the Canadians and Americans to live peaceably side by side. It was brought about primarily by the forethought of two men, Richard Rush, Acting Secretary of the United States Department of State, and Charles Bagot, British Ambassador to Washington, through whose work in the interests of peace the Rush-Bagot Treaty was made. This treaty was proclaimed by President Munroe, April 28, 1818, although it went into effect one year earlier. It ended fortification of the border and limited ships of war on the Great Lakes to one small vessel for each nation.

Immediately at the close of the war of 1812 between Great Britain and the United States, which was ended by the Treaty of Ghent, December 24, 1814, the two countries began a naval race and competed also in the erection of forts along the border. The Rush-Bagot Treaty, coming into effect just three years later, has remained the unseen guardian of peace for a century and a quarter.

Canada's forest industries, particularly the pulp and paper industry, depend to a large extent for their existence upon a continuous supply of spruce. Spruce forms 39 per cent of the accessible standing timber of the Dominion, and 25 per cent of the wood used annually for all purposes. It is the principal wood used in the manufacture of pulp and paper, and ranks second only to Douglas fir in Canadian lumber production.

Spruce is the most widely distributed of any kind of timber, with its range extending from the Atlantic to the Pacific. There are five species in Canada—black, white, red, Engleman, and Sitka. Black spruce and white spruce occur in each province. Red spruce is confined to the Maritime Provinces and Quebec, Engleman spruce to the interior of British Columbia and western Alberta, and Sitka to the coastal region in British Columbia. The Sitka spruce is known in Great Britain as "silver spruce," and is the best wood known for aircraft construction as it is light and resilient and does not splinter or shatter easily with impact.

Spruce reproduction in Canada appears to be at a disadvantage in competition with other less valuable tree species, and investigations are now being conducted to find out the best means of securing adequate reproduction and of increasing the rate of growth of this important species.

CANADA'S TOURIST TRADE IN 1939

A preliminary estimate places the total expenditures of travellers from other countries in Canada in 1939 at approximately $275,000,000 and the total expenditures of Canadian travellers in other countries at approximately $110,000,000. Corresponding estimates for 1938 were $283,000,000 and $121,000,000. The favourable balance to Canada on tourist trade account in 1939 is provisionally estimated at $165,000,000 as compared with $162,000,000 in 1938.

Practically all forms of tourist travel were adversely affected by the outbreak of war but in many cases the declines were not sufficient to cancel previous advances. Lower expenditures by certain classes of travellers were partially offset by higher expenditures by other groups. Hence, for the year as a whole, there was no sharp drop in tourist expenditures.

The depressing effect of the war was particularly noticeable in the case of motor travel between the United States and Canada. Touring automobiles entering Canada on 60-day permits which, as compared with 1938, had increased by 2·5 per cent to the end of August, declined by 5·2 per cent in the later months. Cars entered on 48-hour permits fell 2·8 per cent to the end of August and 8·2 per cent during the balance of the year. Towards the year's end the declining tendency was checked somewhat.

For the year as a whole the total number of automobiles entering Canada from the United States for touring purposes was 4,212,816 compared with 4,346,445, a decline of three per cent. Those entering for a period of 48 hours or less declined to 2,943,159 from 3,081,559 in 1938, while those on 60-day permits increased to 1,267,851 from 1,263,509 and those on six-month permits rose to 1,806 from 1,577.

Expenditures of motor tourists from the United States totalled $165,000,000 compared with $178,000,000 in 1938. Those entering Canada by rail spent $56,000,000 compared with $55,000,000, by boat $15,000,000 which was practically the same as in 1938, other persons travelling by bus, ferry, aeroplane or as pedestrians $21,000,000 compared with $20,000,000.

Estimated expenditures in Canada of tourists from overseas countries in 1939 were $13,000,000 as compared with $15,000,000 in 1938. Canadian travel to overseas countries declined sharply in 1939, expenditures involved being estimated at $15,000,000 compared with $20,000,000 in 1938.

WINTER WEATHER DOES NOT STOP THEM

Although the automobile tourist does not venture abroad in the land during the mid-winter month of January in such numbers as he does in summer, nevertheless, a total of 154,875 United States cars crossed into Canada during January this year. This was a decrease, however, of 13,711 cars compared with January, 1939, when 168,586 cars were entered. Of the total entered during the first month this year, 21,046 cars were cleared under 60-day touring permits, 2,112 under traveller's vehicle permits, while 10 cars were entered for extended stays up to six months and 131,707 for periods up to 48 hours.

The province of Ontario accounted for over fifty per cent of the sixty-day touring permits issued in January, with a total of 11,015, and of this number the Port of Windsor issued 4,660. Two other Ontario ports also issued substantial numbers, viz: Fort Erie, 3,962, and Niagara Falls, 1,691. Ontario also entered the largest number of United States cars for stays of 48 hours or less with a total of 76,599, the largest number, namely, 34,878 being entered at Windsor.

Quebec province issued a total of 5,030 sixty-day touring permits during January, the two most active points of entry being Phillipsburg where 1,286 cars were entered, and Lacolle where 1,086 cars were entered. A total of 10,795 cars entered the province for stays of 48 hours or less, about forty per cent of which were cleared through Rock Island.

Sixty-day touring permits issued at frontier points in British Columbia numbered 3,641. Of this total 1,725 permits were issued at Pacific Highway and 773 at Douglas. This province also entered 2,728 United States cars for stays of two days or less. A total of 918 automobiles was entered through New Brunswick ports and outports under 60-day touring permits, 158 of which were cleared through Edmundston and 146 through St. Leonard. Out of 37,018 cars entered for short stays, the port of St. Stephen accounted for 22.103. Manitoba entered 266 cars under sixty-day touring permits, 206 of these being cleared through the port of Emerson. Saskatchewan entered 94 cars under 60-day permits, Alberta 78 and Nova Scotia 4.

Despite the snow and cold of Canada's mid winter, automobile tourists entered under 60-day touring permits from every state south of the border. Just one car, however, came from Alabama and one from Louisiana. On the other hand, Florida was represented by 24 cars, Arizona by 7, Georgia 12, Mississippi 3, and Texas 49. The bordering state of New York was represented by the largest number for any one state, namely 6.334, followed by Michigan with 4,723, Washington, 3,290, Vermont, 2,654 and Maine 975. A total of thirteen cars entered this country under 60-day touring permits, from countries other than the United States. These were divided as follows: Hawaii 7, Alaska 5, Mexico 1.

It is interesting to note that, war conditions and adverse rates of exchange notwithstanding, Canadian automobile tourists are on the move in ever increasing numbers. During January this year, a total of 47,985 Canadian cars were cleared outward for touring purposes as against 26,271 during January, 1939, an increase of 21,714 or 83 per cent. Of the total cleared outward in January, 8.647 cars were under touring permits for periods of 48 hours or more. These were divided according to province as follows: Ontario 3.046; British Columbia 3,015; Quebec 1.675; Manitoba 334; New Brunswick 206; Saskatchewan 190; Alberta 177; Nova Scotia 4. The principal points of exit for Canadian tourist travel under C-12 touring permits in January were: Pacific Highway, B.C., 1.267; Niagara Falls 1,263; Huntingdon, B.C., 798; Windsor 770; Fort Erie 549; Lacolle, Que., 485; Phillipsburg, Que., 466; Emerson, Man., 278; Rock Island, Que., 273.

IMPORTS AND EXPORTS OF HIDES

Imports of hides and skins moved higher in December, 1939, when 89.823 cwt. were imported compared with 18.973 in December, 1938. A decline was recorded in the exports, this total being 35.155 cwt. compared with 52,731 in December, 1938.

CANADA'S TRADE WITH U.S. AND U.K.

Canada's trade with the United States in 1939 at $886,652,064, was higher than in any other year since 1930 when the total was $1,043,588,590. The improvement in the trade picture over 1938 was considerable, the value being held up by $183,163,571. The trade in the years previous to 1930 was as follows: 1929, $1,408,923,263; 1928, $1,328,341,296; 1927, $1,190,534,403; 1926, $1,139,311,416; 1925, $1,029,432,037; 1924, $919,097,413; 1923, $1,030,682,486; 1922, $857,526,830.

Canada's domestic exports to the United States were valued in 1939 at $380,392,047, being higher than in any other year since 1929 when the value was $492,685,606. In 1938 the value was $270,461,189. Imports from that country in 1939 totalled $496,898,466, being greater than in previous years back to 1930, in which year the total was $653,676,496. In 1938 the value was $424,730,567.

Canada's trade with the United Kingdom in 1939 was valued at $442,893,844 compared with $460,716,805 in 1938 and $550,650,169 in 1937. Domestic exports to that country in 1939 totalled $328,099,242 in comparison with $339,688,685 in 1938 and $402,062,094 in 1937. Imports aggregated $114,007,409 compared with $119,292,430 in 1938 and $147,291,551 in 1937.

DOMESTIC EXPORTS DURING 1939

An increase of 10·4 per cent was recorded in the value of Canada's domestic exports during the calendar year 1939 when the total was $924,926,000 compared with $837,584,000 in 1938. The United States was Canada's best customer during the year with purchases totalling $380,392,000 compared with $270,461,000 in 1938, a gain of 40·6 per cent. The United Kingdom was in second place at $328,084,000 compared with $339,689,000, a decline of 3·4 per cent. Australia was third at $32,029,000 in comparison with $32,982,000. Japan next at $28,168,000 compared with $20,770,000, British South Africa $17,965,000 compared with $15,547,000, New Zealand $11,954,000 compared with $16,371,000 and British West Indies $11,751,000 compared with $11,011,000.

Other leading purchasers of Canadian products in 1939 were as follows, with 1938 figures in brackets: Norway, $10,904,000 ($7,854,000); Newfoundland, $8,506,000 ($8,403,000); Germany, $7,869,000 ($18,261,000); Netherlands, $7,357,000 ($10,267,000); Belgium, $7,261,000 ($9,555,000); France, $6,973,000 ($9,152,000); British India with Burma, $5,396,000 ($2,986,000); Brazil, $4,407,000 ($3,522,000); Sweden, $4,284,000 ($5,411,000); Argentina, $4,117,000 ($4,675,000); Ireland, $3,597,000 ($4,440,000); Mexico, $3,004,000 ($2,340,000); Straits Settlements, $2,782,000 ($2,448,000); China, $2,636,000 ($2,885,000); Italy, $2,231,000 ($1,745,000).

CANADA'S EXPORTS IN JANUARY

A substantial gain was recorded in the value of Canada's domestic exports in January, when the total was $90,101,933 as compared with $70,082,752 in January, 1939. Foreign exports were valued at $753,704 as compared with $727,101. Principal commodities exported during the month were as follows, with figures for January, 1939, in brackets: wheat, $9,249,937 ($4,646,437); wheat flour, $2,612,385 ($1,172,324); fish, $3,024,452 ($2,612,486); furs, $2,150,529 ($4,098,769); meats, $6,995,316 ($3,118,182); cheese, $357,399 ($188,381); planks and boards, $4,179,467 ($3,248,707); wood pulp, $4,320,939 ($2,227,779); newsprint, $9,781,083 ($8,290,258); automobiles and parts, $2,687,218 ($3,737,064); partially manufactured copper, $4,980,714 ($3,360,424); unmanufactured nickel, $5,155,357 ($4,882,265).

IMPORTS OF VEGETABLE OILS

Vegetable oils were imported in December, 1939, to the value of $983,241 compared with $995,359 in November and $403,702 in December, 1938, while during the calendar year, 1939, imports totalled $9,414,601 compared with $11,869,525 in 1938.

FRUITS AND VEGETABLES NOTES

Due chiefly to the decline in the export of apples, the value of Canada's December, 1939, export of fresh fruits fell to $965,394 from $1,327,772 in December, 1938. The apple export declined 264,935 barrels valued at $919,977 from 351,846 at $1,316,232 a year ago. During the calendar year 1939, fresh fruits were exported to the value of $6,929,544 compared with $10,558,443, the apple export totalling 1,721,919 barrels valued at $5,853,481 compared with 2,730,003 at $9.680.337 in 1938. December imports of fresh fruits rose to $1,665,376 from $1,122,898 in December, 1938, heavier imports of bananas, cranberries, grapefruit, grapes, lemons, oranges, mandarines and tangerines and pears being recorded. Imports of fresh fruits during the calendar year 1939 aggregated $15,383.945 in comparison with $13,611.769 in 1938.

Canada imported fresh vegetables in December, 1939, to the value of $432,210 compared with $323,696 in November and $361,164 in December, 1938. Lettuce, tomatoes, carrots, celery, cucumbers, onions, potatoes, spinach, green beans. green peas and cauliflower were the leading varieties. Imports during 1939 aggregated $6.150,587 compared with $5.325,818 in 1938. Exports in December of Canadian fresh vegetables. excluding seed potatoes. were valued at $206,686 compared with$267.092 in November and $138,629 in December. 1938. Exports during 1939 aggregated $1,635,157 as compared with $1.442.932 in 1938.

Canadian canned and preserved fruits were exported in December, 1939, to the value of $903.637 in comparison with $757,016 in November and $267,560 in December, 1938. The total for the calendar year 1939 was $3.154.885 compared with $2.055,901 in 1938. Apples, pears and peaches accounted for the bulk of the export. going largely to the United Kingdom. December imports of canned and preserved fruits totalled $157,215 compared with $240,863 in November and $67,486 in December, 1938, while the total for the calendar year 1939 was $1,828,890 compared with $1.625.886 in 1938. Canned pineapples, olives in brine and cherries in brine were the leading varieties.

Canned vegetables were exported in December, 1939, to the value of $673,551, of which $639,064 went to the United Kingdom. Exports in November totalled $1,197,349 and in December, 1938, $358,904. The December, 1939, export included baked beans and pork and beans to the value of $241,108, tomatoes $320,122, and tomato soup $61,937. Exports during the calendar year 1939 aggregated $7,009,967 compared with $3,151,947 in 1938.

PRODUCTION OF TOBACCO

The rapid expansion in the tobacco growing industry evidenced in 1938 was continued in the 1939 season when production reached a new high of 108,770,100 pounds as compared with the revised estimate of 101,394,600 in 1938, and 72,093,400 in 1937. The total acreage planted to tobacco in 1939 is estimated at 93,035 acres as compared with 83,575 in 1938 and 69,028 in 1937. The second estimates are substantially higher than the preliminary estimates published in the September crop report. Production estimates are higher for all types, but particularly for flue-cured and Burley. The estimate of flue-cured tobacco production in Ontario in 1938 has also been revised upward as final marketing data on this crop are now available. The biggest increases over the previous year are shown in the 1939 areas planted to flue-cured tobacco in Ontario and Quebec. Increases are also evident in the Burley tobacco acreage in Ontario and the pipe types in Quebec. Decreases are shown in the acreages of cigar leaf and the dark tobaccos.

The total areas planted to the various types of tobacco in 1939, with the corresponding areas for 1938 within brackets, follow: flue-cured, 70,650 (63,530); Burley, 11,220 (9,215); dark, 2,790 (3,000); cigar leaf, 4,595 (5,065); large and medium pipe, 2,830 (1,980); small pipe, 950 (785).

The total production of tobacco in 1939 is now estimated, by types, in pounds, as follows, with the 1938 estimates within brackets: flue-cured, 81,706,000 (78,174,100); Burley, 14,166,600 (10,820,500); dark, 3,159,000 (3,400,000); cigar leaf, 5,680,200 (6,200,000); large and medium pipe, 3,556,800 (2,420,000); small pipe, 501,500 (380,000).

NEWS AND COMMENT

OTTAWA: After nearly twenty-seven years of service in the Department of National Revenue, William A. Fuller, of the Check Branch at Headquarters, retired on superannuation recently. Prior to entering the Customs service, Mr. Fuller was appointed to the Post Office Department in 1910, being stationed at Brockville, Ontario, where he served as superintendent of mail carriers for the city. He entered the Customs in 1913 and was appointed to the Check Branch at Ottawa, then stationed in the West Block, as a preventive officer. He was promoted to a senior clerkship in 1917 and was appointed Principal Clerk in 1930.

On Mr. Fuller's last day of service in the Department he was presented with silver candelabra on behalf of the staff.

Mr. Fuller was an efficient officer, and he leaves the Department followed by the good wishes of his former colleagues.

VICTORIA, B.C.: Completing nearly thirty-five years in the service, C. A. Tervo, Surveyor of Customs and Excise, of this port, retired on superannuation January 29, 1940. Mr. Tervo entered the service as Sub-Collector at Stikeen, 1904. He remained at this outport for eight years during which time he located the present Customs House site on the banks of the Stikeen River and supervised the construction of the building.

Transferred to Victoria in 1912, Mr. Tervo held the positions successively of Customs Landing Waiter, Postal Express Computing Clerk, Assistant Customs Appraiser, receiving his appointment as Surveyor of Customs and Excise in 1924.

On the eve of his retirement, officers of the Customs-Excise staff met in the Long Room where C. A. Yardley, Collector, presented Mr. Tervo with a wrist watch, accompanying the gift with a bouquet of flowers for Mrs. Tervo. In the evening the retiring official was guest of honour at a staff dinner presided over by Mr. Yardley.

VICTORIA: Daniel Ferguson, 95, former Collector of Customs at St. Thomas, Ontario, and a veteran of the Fenian raids, died here recently. He was a native of St. Thomas and lived there until twelve years ago, when he came to Victoria.

SHERBROOKE, QUE.: J. M. Dagneau, a former Customs-Excise Inspector who retired on superannuation three years ago, died February 17, 1940, at the age of 72 years. Mr. Dagneau was a native of Levis, Quebec, and before coming to Sherbrooke had resided in Quebec City for over 30 years and also in Thetford Mines and Manchester, N.H. Since his retirement, Mr. Dagneau had lived at Little Lake Magog where he had taken an active interest in the municipality.

LONDON, ONTARIO: John H. C. Woodward, Assessor of Income Tax at the London, Ontario, district office, died February 1, 1940. He was in his sixty-first year.

Mr. Woodward was born in Lincolnshire, England, and came to Canada when a young man, residing in London for the past 37 years. Prior to the outbreak of the world war, Mr. Woodward was chief clerk in the military headquarters here. He was adjutant of the 135th Battalion, C.E.F., and later went to Siberia with the expeditionary force. He joined the staff of the Income Tax division in June, 1920.

The late Mr. Woodward was an active social worker and organizer and was also an accomplished musician. He was highly regarded, not only by the public, but by his fellow workers.

MONTREAL: The volume of air traffic handled at the Customs Air Harbour, St. Hubert, Quebec, during the month of January last, made substantial gains compared with the same month a year ago. The number of aeroplanes inward and outward increased by 101 to a total of 293, and passengers by 1,520 to a total of 2,026, while pieces of baggage carried increased by 2,021 to a total of 2,684. Totals in detail for January, 1940, showing comparison with January, 1939, were as follows:—

Aeroplanes inward 146, increase of 51, outward, 147, increase of 50; passengers inward, 980, increase of 744, outward 1,046, increase of 776; pieces of baggage inward 1,311, increase of 1,000, outward, 1,373, increase of 1,021; express parcels inward 98, increase of 53, outward 27, increase of 11; bags of mail inward 534, decrease of 10, weight 4,105 pounds, increase of 388, outward 580, increase of 340, weight 4,009 pounds, increase of 2,295.

The value of importations during January was $8,548 compared with $1,428 for January, 1939. Five flights inward and six outward were cancelled during the month owing to weather conditions. This compared with 17 inward and 16 outward cancelled during January last year.

TORONTO: Revenue received at both the express and postal branches, Toronto, during January, 1940, increased compared with January last year. At the Customs express branch receipts totalled $174,167, an increase of $18,262, while packages received numbered 17,210, a decrease of 1,606, entries 3,998, an increase of 59. Collections at the postal branch amounted to $58,650, increase $2,471. Packages received totalled 35,980, decrease 107, packages delivered 34,484, increase 10,536, entries 3,052, increase 127.

Eight aeroplanes, inward and outward, carrying in all 56 passengers, were cleared through the Customs air harbour during January. Of these, 3 were United States planes carrying a total of 38 passengers, and 5 were Canadian carrying in all 18 passengers. During January, 1939, aeroplanes inward and outward numbered 11, passengers 6.

NIAGARA FALLS: While the volume of automobile tourist traffic through the port of Niagara Falls during January last declined compared with the same month a year ago, the number of tourist permits issued increased. Sixty-day touring permits totalled 1,737, an increase of 82, while permits issued Canadian cars outward for touring purposes numbered 5,034, an increase of 1,500. United States cars entered for stays of 48 hours or less numbered 20,588, a drop of 9,393.

Totals in detail covering January traffic were as follows: automobiles inward 41,846, outward 40,856; other vehicles inward 1,649, outward 1,645; passengers inward 163,547, outward 161,994; United States cars inward 22,292, outward 21,945; Canadian cars inward 19,554, outward 18,911. These figures represent decreases compared with January, 1939.

The number of buses entered during the month was 887, the number cleared outward 880.

MONTREAL: Business transacted at both the postal and express branches, Montreal, during January last showed gains at nearly all points compared with January, 1939. Collections at the Customs postal branch amounted to $63,232, an increase of $7,071, while parcels received numbered 24,923, increase 1,687, parcels cleared 24,503, increase 1,728, entries 1,844, increase 112. Revenue taken at the Customs express branch in January totalled $189,063, a gain of $15,043. The number of packages received was 14,743, a drop of 98, while entries totalled 2,908, an increase of 250.

QUESTION BOX AND LETTER BAG

YEAR INSTEAD OF VALUE

O. E. Calverley, Customs-Excise Enforcement Officer at Turtle Mountain, Manitoba, writes:—

As a new issue of permits is forthcoming for foreign tourists, may I suggest a change that I think would be desirable for the E-50 and C-12 forms.

Instead of showing the "Value" on these permits, I suggest that "Year" be substituted. There does not seem to be any uniform basis of placing a value on the same model cars at different ports, and owner's appraisals of similar cars vary greatly. On the other hand, nearly all car owners know the "Year" of their car and this would identify the vehicle equally as well, if not better than the value. It would also save considerable time filling in the permits.

I would appreciate hearing what some of the other border officers think of this suggestion.

JUST AMONG OURSELVES

FEBRUARY-MARCH

ADDITIONS

Nova Scotia

Amherst (Springhill): J. O. Fairbanks, Sub-Collector of Customs and Excise, Limited Service Outport.

New Brunswick

St. Stephen: C. H. S. Wry, Customs Excise Examiner.

Quebec

Rimouski (Baie Comeau): M. H. Dube, Customs Excise Enforcement Officer.

British Columbia

Nelson (Cascade City): C. McCallum, Customs Excise Enforcement Officer, Part Time.

Audit Service

Toronto: G. C. Gibb, Office Boy.

Administrative

T. G. Emery, Clerk, Grade 2; M. E. Harper, Stenographer, Grade 1; E. C. McCorkell, Office Boy; K. L. Melvin, Clerk, Grade 2; J. Seguin, Office Boy; A. Wilkie, Office Boy.

DEDUCTIONS

Nova Scotia

Liverpool: H. E. Sawyer, Collector of Customs and Excise, Grade 1 Port (Registrar of Shipping) Retired.

New Brunswick

Campbellton: F. W. Campbell, Collector of Customs and Excise, Grade 1 Port (Registrar of Shipping) Retired.

Saint John: T. G. Armstrong, Engineer on the Harbour Boat *Bayman* (Died).

Ontario

Toronto: G. P. Hutty, Computing Clerk, Retired; H. Kingscott, Customs Excise Examiner (Resigned).

Hamilton: W. J. Elliott, Special Exciseman, Retired. Grade 3, Class "A."

Manitoba

Emerson: F. H. Jacob, Senior Customs Excise Examiner (Died).

British Columbia

Vancouver: Major Moody, Customs Excise Clerk (Relieving) (Died).

Investigation—Values

New York, N.Y.: M. G. Steele, Stenographer, Grade 3 (Retired).

PROMOTIONS

Quebec

Montreal: J. M. G. Couillard, from Office Boy to Clerk, Grade 1; J. R. Lemieux, from Customs Appraiser, Grade 1, to Customs Appraiser, Grade 2; J. R. A. Senecal, from Customs Express or Postal Superintendent (Express Branch) to Customs Express or Postal Superintendent (Postal Branch).

Quebec: L. P. Pedneau, from Customs Excise Examiner (Seasonal), to Customs Excise Examiner.

Ontario

Hamilton: B. W. Hillmer, from Computing Clerk to Senior Customs Excise Clerk; P. Paton, from Clerk, Grade 1, to Customs Truckman.

Administrative

J. O. Driscoll, from Clerk, Grade 4, to Dominion Customs Appraiser, Grade 1; L. J. G. F. Jean, from Clerk, Grade 4, to Dominion Customs Appraiser, Grade 1; J. A. McElligott, from Stenographer, Grade 1, to Stenographer, Grade 2; H. J. Ogg, from Clerk, Grade 4, to Dominion Customs Appraiser, Grade 1; J. R. F. Taylor, from Office Boy to Clerk, Grade 1.

Investigation—Drawbacks

British Columbia

Vancouver: E. E. Holden, from Typist, Grade 1, to Typist, Grade 2.

Audit

Ontario

Toronto: V. A. Horton, from Computing Clerk to Customs Appraiser, Grade 1.

PROMOTIONS AND TRANSFERS

New Brunswick

D. C. McInerney, from Sub-Collector of Customs and Excise, Limited Service Outport (Registrar of Shipping) Chatham (Richibucto), N.B., to Collector of Customs and Excise, Grade 1 Port (Registrar of Shipping), Chatham, N.B.

TRANSFERS

Ontario

G. S. Murray, from Customs Excise Examiner, Sarnia, Ont., to Customs Excise Examiner, Windsor, Ont.; J. A. Pevler, from Customs Excise Examiner, London, Ont., to Customs Excise Examiner, Toronto, Ont.; G. D. C. Wilson, from Customs Excise Examiner, Windsor, Ont., to Customs Excise Examiner, Sarnia, Ont.; W. P. Wilson, from Customs Excise Examiner, Fort Erie, Ont., to Customs Excise Examiner, St. Catharines, Ont.

Customs Inspection

K. B. McKay, from Customs Excise Examiner, Sutton, P.Q., to Customs Excise Examiner, Customs Inspection, Newport, Vt.

COMPARATIVE STATEMENT OF CUSTOMS AND EXCISE REVENUE RECEIVED DURING THE MONTH OF FEBRUARY, 1939 AND 1940.

—	1939	1940	Increase	Decrease
	$ c.	$ c.	$ c.	$ c.
CUSTOMS DUTIES	5,866,516 55	9,107,076 46		
Less Refunds and Drawbacks	639,642 41	721,325 45		
Net	5,226,874 14	8,385,751 01	3,158,876 87	....
EXCISE TAXES	11,581,647 97	14,109,540 11		
Less Refunds and Drawbacks	317,736 41	294,384 74		
Net	11,263,911 56	13,815,155 37	2,551,243 81	....
EXCISE DUTIES	3,270,471 12	4,585,186 79		
Less Refunds and Drawbacks	40,996 55	64,174 79		
Net	3,229,474 57	4,521,012 00	1,291,537 43	....
SUNDRY COLLECTIONS	67,710 37	48,565 64		
Less Refunds	19 25	57 90		
Net	67,691 12	48,507 74	....	19,183 38
Net Totals	19,787,951 39	26,770,426 12	7,001,658 11	19,183 38
Net Increase	....	....	6,982,474 73	....

TOTALS FOR ELEVEN MONTHS

—	1938–39	1939–40	Increase	Decrease
	$ c.	$ c.	$ c.	$ c.
CUSTOMS DUTIES	81,038,129 86	99,090,213 55		
Less Refunds and Drawbacks	9,590,991 15	8,730,751 29		
Net	71,447,138 71	90,359,462 26	18,912,323 55	....
EXCISE TAXES	148,960,993 60	148,165,378 47		
Less Refunds and Drawbacks	3,435,499 87	3,434,274 22		
Net	145,525,493 73	144,731,104 25	....	794,389 48
EXCISE DUTIES	48,039,937 42	59,037,280 35		
Less Refunds and Drawbacks	441,434 30	792,890 04		
Net	47,598,503 12	58,244,390 31	10,645,887 19	....
SUNDRY COLLECTIONS	662,054 02	556,539 13		
Less Refunds	272 34	248 04		
Net	661,781 68	536,291 09	....	125,490 59
Net Totals	265,232,917 24	293,871,247 91	29,558,210 74	919,880 07
Net Increase	....	....	28,638,330 67	....

COMPARATIVE STATEMENT OF INCOME TAX REVENUE RECEIVED DURING THE MONTH OF FEBRUARY 1939, AND FEBRUARY, 1940

—	February 1939	February 1940	Increase	Decrease
	$ c.	$ c.	$ c.	$ c.
Net Collections	3,337,313 60	4,040,789 48	703,475 88	....

TOTALS FOR ELEVEN MONTHS

—	1938-39	1939-40	Increase	Decrease
	$ c.	$ c.	$ c.	$ c.
Net Collections	137,259,171 34	128,551,645 93	....	8,707,525 41

INCOME TAX COLLECTIONS BY DISTRICTS

Comparative statement of net collections by districts received during the months April to February inclusive, of the fiscal years 1938-39 and 1939-40. (Decrease marked*.)

Districts	1938-39	1939-40	Increase or Decrease
	$ cts.	$ cts.	$ cts.
Charlottetown	482,324 93	614,025 50	131,700 57
Halifax........	2,263,075 04	1,939,575 64	*323,499 40
Saint John....	1,552,030 06	1,286,895 73	*265,134 33
Quebec.........	1,601,257 01	1,658,638 73	57,381 72
Montreal......	35,516,581 96	34,492,923 24	*1,023,658 72
Ottawa........	8,732,785 80	8,074,112 66	*658,673 14
Kingston......	274,146 97	430,373 75	156,226 78
Belleville.....	596,334 35	542,219 14	*54,115 21
Toronto.......	47,230,907 31	43,203,917 71	*4,026,989 60
Hamilton.....	9,312,339 24	8,730,031 49	*582,307 75
London.......	12,023,196 18	10,817,985 71	*1,205,210 47
Fort William..	486,511 82	420,503 71	*66,008 11
Winnipeg......	3,739,717 23	3,605,803 50	*133,913 73
Regina........	311,062 14	335,639 04	24,576 90
Saskatoon.....	170,744 20	185,501 59	14,757 39
Calgary.......	1,632,009 21	2,249,281 07	617,271 86
Edmonton	557,139 99	588,904 02	31,764 03
Vancouver....	10,731,766 64	9,284,014 97	*1,447,751 67
Yukon........	45.241 26	91,298 73	46,057 47
Total.....	137,259,171 34	128,551,645 93	*8,707,525 41

The
National Revenue Review

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Re FILING INCOME TAX RETURNS

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REVENUE TABLE, DEPARTMENTAL RULINGS

April, 1940

Vol. XIII No. 7

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Department of National Revenue

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Commissioner of Excise, DAVID SIM
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The National Revenue Review

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J. Sydney Roe, Editor

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One of the Old Guard Retires

FORTY years in the Department. That is the distinguished record of James Alexander (Alec) Ross who severed his active official connection with the Customs and Excise Divisions of the Department on March 30, 1940. He has served as Chief Treasury Officer since February, 1935.

Mr. Ross, who is a native of Huron County, being born at the village of Brussels, entered the service of what was then the Department of Customs, at the Port of Toronto early in June, 1900. In less than two months he was transferred to Ottawa where he joined the newly organized section known as the Statistical branch. It may be explained that previous to June 30, 1900, the statistics were recorded at the various ports and monthly returns made to the Department at Ottawa, where they were "aggregated" showing the totals for each Port and Province, also for the Dominion. Since the beginning of the fiscal year 1900-1, the statistics have been aggregated at Ottawa and many of the clerks on that work at the ports were brought to headquarters to carry on in the newly organized branch. A number of new clerks were also taken on and this is how Mr. Ross became drafted into that service.

He relates that about ten of those brought to Ottawa were from ports, and while all had been making returns on the same forms, each had a little different method of procedure, and each thought his was the only way and should be adopted. However, under the capable direction of F. G. Bennet, then Chief of the Statistical branch, ably assisted by J. A. Watson and D. J. Gleeson, a uniform plan was soon in successful operation.

In those days the statistical branch was located in what was known as the Nagle building on Wellington Street on the site where the United States Legation now stands.

After serving in that branch for about three years Mr. Ross was transferred to the Accounts branch as Junior Clerk, and has been in that branch ever since. His service for the most part has been in the expenditure section dealing with appropriations and payments. At that time the refunds and drawbacks were checked and certified for payment in this branch. Later, owing to the great growth of these services, separate branches were established.

The Chief Accountants under whom Mr. Ross served were R. R. Farrow, S. L. T. Frost, Lt.-Col. H. V. Rorke. He was appointed Assistant Accountant in 1919.

In 1932 the accounting branches of the various Departments were merged into the "Treasury Division" under the direction of Mr. Watson Sellar, as Comptroller of the Treasury. Those engaged on this work then became employees of the Department of Finance, though the office location, work and service in most of the accounting branches remained substantially the same.

In his forty years of service Mr. Ross has "passed through the hands" of fourteen Ministers of Customs and later National Revenue. These are: Honourables William Paterson,

J. D. Reid, Arthur Sifton, Martin Burrell, R. W. Wigmore, J. B. M. Baxter, Jacques Bureau, George Boivin, H. H. Stevens, W. D. Euler, E. B. Ryckman, R. C. Matthews, J. E. Lawson, and the present Minister J. L. Ilsley. In addition he has served under three Ministers of Finance: Honourables E. N. Rhodes, C. A. Dunning and J. L. Ralston. The Commissioners of Customs of the period referred to were John McDougald, R. R. Farrow, R. W. Breadner and the present incumbent H. D. Scully. The Assistant Commissioners of Customs were John Bain, R. R. Farrow, C. P. Blair and at present Leon F. Jackson. In the Excise Division there were three Commissioners: G. W. Taylor, H. D. Scully, and now David Sim, with V. C. Nauman as Assistant.

On the amalgamation of the Department of Inland Revenue with the Customs Mr. McDougald the Commissioner said quaintly to Mr. Ross, who at the time was acting Chief Accountant, "Now Mr. Ross we must watch and not let the tail wag the dog." If Mr. McDougald could see the size of the "tail" now—well he would marvel.

A wise man once said "I have indeed seen years and many solemn have passed before me." Mr. Ross has seen many changes in the Department during his service. In his early days there were not more than sixty people on the headquarters staff The Connaught building now houses about six hundred employees. The revenue received and recorded in the accounts branch then amounted to slightly over $4,000,000 per month. In recent years it is quite a common occurrence to have that amount turned in in one day, and on several days in the last year or two the collections totalled considerably over $7,000,000. Naturally expenditures have also greatly increased. There is not a Collector in the service now who occupied that position in 1900, and of the Inspectors A. C. McFee, Dominion Inspector of Excise, and A. L. Graham, Inspector of Excise, Toronto, are the only ones on the Inspection service still employed. At that time these two officers were with what was then known as the Department of Inland Revenue. The only three at headquarters who were in the Department in 1900, and are still there, are R. C. Smith, Chief of Records, Geo. H. Prentiss of the Check Branch and "Bob" Laing, the veteran superintendent of shipping in the Supplies branch.

The *Editor* who has enjoyed the companionship and friendship of Mr. Ross for nearly thirty of his forty years in the Department can assure him of the affectionate good wishes of the far-flung staff on his retirement. He was always under the tongue of good report. "Happy to meet, sorry to part, happy to meet again."

Death of a Valued Officer

BY the death in his forty-ninth year in Montreal on March 22, 1940, of J. R. A. (Albert) Senecal, the Department loses the services of a valued and esteemed officer.

Mr. Senecal was Superintendent of the Customs Postal branch at the port. He was born and educated in Montreal and thirty-two years ago entered the Customs service. In 1910 he was appointed preventive officer, his classification being changed two years later to that of clerk. For five years he was Secretary to the Collector and was promoted to Senior Clerk in 1919, to Assistant Customs Appraiser in 1920 and to Customs Appraiser in 1931. Four years later Mr. Senecal received his promotion to the position of Superintendent of Customs Express and took charge of that branch. He was promoted to be Superintendent, Customs Postal branch in February, 1940.

The late Mr. Senecal was for many years active in organization affairs of the Customs and Excise Divisions of the Department of National Revenue. He was noted for sagacity in judgment, and had many friends, not only in Montreal, but throughout the country. As National Vice President of the Customs and Excise Officers' Association, he was responsible for much of the success of that body. His death in the prime of life is not only keenly regretted by his former colleagues and friends but is a distinct loss to the Department, of which he was so loyal a servant.

Conscience Money Still Comes in

THERE is always a " human interest " touch to " Conscience Money " which, from time to time, trickles into the coffers of the Department. A few of the more recent examples are included here. A money order for ten dollars was received from an Alberta clergyman sent on behalf of a parishioner. The letter read in part: " About thirty years ago a certain party passed through one of the Canadian Customs offices on the border between Canada and the United States. The party had along a trunk which on declaration of containing only used goods was passed without examination. The party has confessed to me that said trunk contained a piece of new dress cloth bought in the States for a sum of about $2.50. To rectify this wrong the party hereby pays to the Canadian Customs a sum of $10."

A letter was received, postmarked North Vancouver, signed X.Y.Z., and enclosing a postal note for $40. The letter read: "Many years ago I made a false declaration at the Customs as I had received an expensive gift from England and had not the money to pay the duty on it. Later I had the means but it was more imperatively needed for other purposes. I am glad to be able to send the enclosed $40 at last."

A sum of $57 was received from a resident of Saint John, N.B. The accompanying note, unsigned, read: " Enclosed please find $57 being duty which should have been paid on a fur coat brought into this country."

Also the Department received an envelope postmarked at Winnipeg containing eight dollars in cash together with nine cents in stamps. There was no accompanying explanation. Two dollars were received from a resident of Red Deer, Alberta. The following letter was enclosed:—

" About six or seven years ago when returning from a visit from the United States I failed to declare two articles which I had purchased in that country. One was a pair of shoes which I think cost me about $2.50, and the other a small leatherette suitcase valued at about the same price. As I did pay duty on one pair of shoes I remember that it was almost 50 per cent. I am enclosing $2 which I believe would be about the correct amount I should have paid. Please let me know if this is not sufficient to cover the duty."

Glimpse of Excise Tax Collections Branch

(*Editor's Note:* This article was prepared for the REVIEW by W. B. Stuart, Superintendent of Excise Tax Collections.)

THIS branch was established in 1928 following the recommendation of the Royal Commission on Customs and Excise. Its function is to supervise collection of domestic excise taxes throughout Canada.

The procedure followed is to require the taxpayer to declare to the Collector the amount of tax due and pay it. If payment is not made, the Collector reports the arrears by statement to the Collections branch. The Chief Auditor also reports assessments made by Excise Tax auditors.

The Excise Tax Collections branch is divided into two sections: 1. Collections by letter demand; 2. Collections by legal action. Every effort is made to effect collection by letter, but when this fails the file is passed to the Legal Section for institution of proceedings or, in the event of bankruptcy, for demand on the Trustee. At times collection action becomes quite involved due to the many complications which arise, not only in respect to firms continuing in business, but also bankrupts. The work is distributed on a geographical basis to enable officers to become familiar with the work in each Province. Each month when statements of arrears are received, accounts are reviewed to ensure that collections action is proceeding satisfactorily. When a taxpayer is reported for not filing a return, notice is mailed to the licensee and if it is not heeded the file is passed to the Legal Section.

Officers may be interested in the methods adopted at the ports of Montreal and Toronto in handling accounts. A few years ago, difficulty was encountered in these ports through the large volume of business, and book-keeping machines were installed, two in each port. These machines post the returns and entries on statements and at the same time record the transactions in the sales tax register. Interest penalty is also calculated on the machines and automatically added to the tax to give the total amount of the account. Another feature is that totals of each day's postings are carried, which enables an audit to be conducted the following day, thus immediately detecting all errors in posting. Under the old system of hand posting, these errors at times were not detected for months. The machines have also speeded up the work, and accounts formerly received in Ottawa between the fifteenth and twentieth of the month now come in between the sixth and ninth.

When information is required regarding the financial condition of delinquents in Ontario and Quebec, investigations are conducted by Financial Investigators stationed in Toronto and Montreal. In other provinces, the information is secured by Excise Tax auditors.

The Department depends on Collectors and their staffs for information regarding delinquents. These officers come in constant contact with taxpayers and impress on delinquents the necessity of paying arrears. The work of port officers is of great value and assistance in effecting collection, and their service is most efficient.

In the fiscal year ending March 31, 1939, domestic excise tax revenue amounted to $130,147,584, or over 42 per cent of the total customs and excise revenue for that fiscal year.

A tax collector, of course, pleases very few people and receives many a letter of complaint, some intimating he is too harsh, and others he is too lenient. Many interesting letters are received, some of which are pathetic and not a few humourous. One letter, which recounted a tale of misfortune, began as follows: "Right on time—every few days—the writer receives a 'registered letter' *re* this matter of a whole lot of money your Department is asking." This was followed by a story which would discourage even the bravest, interspersed with such sentences as, "I am just wondering if you keep posted on the 'big business Guys' who pop up out here from time to time in this 'great west'." Another writer began: "I very much regret not having answered your previous letters—my excuse is that there has been nothing to say." One taxpayer, apparently incensed, wrote: "I suppose if a man died you would hang his corpse." Still another, angry at receiving so many letters from the Department insisting on payment, wrote: "These letters have always found their way immediately into our waste paper basket, but this last one brought the matter to the point where we thought we would at least express our feelings, and then you can do just as you please, that is, keep writing these letters and fill up our waste paper basket, or just use ordinary patience until you get the money." One irate taxpayer, objecting to renewing his licence, wrote: "I have done no manufacturing since and I am not going to take a chance of losing two dollars for the glory of Canada in case I die before I do any more manufacturing."

Now and then people complain that collection methods are not stringent enough, as witness the following excerpt from a letter respecting the regulations relating to penalties: "We consider that this is not drastic enough, and that as far as wholesalers and manufacturers are concerned, any arrears in the payment of sales taxes should be immediately followed by the cancellation of the licence of the said wholesaler or manfacturer." One letter was received in the Department urging stricter collection of sales tax, as follows: "I intend to have this matter discussed at the next meeting of our executive committee. Frankly, I do not know whether the committee will be in favour of official representations being made to the Department urging a stricter collection of sales tax, but I do know that some of our members would be in favour of such action."

The Collections branch is charged with enforcing the law regarding collection of excise taxes. It is realized, of course, that it is humanly impossible to please everyone, but an endeavour is always made to carry out this task with fairness and impartiality.

South of the Border

HERE is an item of interest culled from statistics furnished the Department by its Collectors. Canadian automobile tourist traffic leaving Canada, chiefly for the sunny south, during the past winter months, showed impressive increases compared with the previous winter or indeed compared with any recent winter season. During February last a total of 49,665 Canadian cars was cleared outward for touring purposes. Of this number 12,247 cars were cleared for periods of 48 hours or more while the remainder 37,418, were under short-stay permits of 48 hours or less. The total number of Canadian cars cleared outward during February, 1939, was 21,790, showing a gain for the same month this year of 27,875. The increase compared with February, 1938, was 25,626, and compared with February, 1937, it was 31,157.

A classification according to provinces, of Canadian cars outward for periods over 48 hours, gives the following: Ontario 5,686, British Columbia, 3,646, Quebec, 1,664, Saskatchewan, 561, Manitoba, 347, New Brunswick, 173, Alberta, 167, Nova Scotia 3.

The port of Windsor easily held first place compared with other points of exit with a total of 3,275 Canadian cars outward for stays of 48 hours or more. The second busiest point of exit for this traffic was Pacific Highway, B.C. with a total of 1,657. Other busy points were: Huntingdon, B.C., 904; Niagara Falls, 874; Phillipsburg, Que., 490; Fort Erie, 483; Northgate, Sask., 420; Lacolle, Que., 414; Sarnia, Ont., 353; Emerson, Man., 306.

The increase in the number of Canadian cars reported outward for touring purposes during the first two months of 1940 compared with a similar period last year was 49,589.

More Cars Entered in February

APPROXIMATELY eighty-six hundred more United States automobiles crossed into Canada during February this year than in the same month of 1939, according to figures furnished the Department by its collectors. Totals for the respective months were 150,587 and 141,996. A total of 22,968 cars was entered under 60-day touring permits, an increase of 4,357 over February last year, while 125,557 cars were entered for stays of 48 hours or less, an increase of 4,826.

Ontario alone entered 12,746 United States cars under 60-day touring permits or over fifty per cent of the total number entered. The principal points of entry in the province were: Windsor with 5,001, Fort Erie 4,659, Niagara Falls 1,626, and Sarnia 809. Quebec province issued 4,458 sixty-day permits, the largest numbers issued according to ports and outports being: Phillipsburg, 1,249, Lacolle, 973, Highwater, 376, Glen Sutton, 358, Rock Island, 357. British Columbia issued 4,379 sixty-day permits, the chief points of entry being: Pacific Highway, 2,133, Douglas, 915, Huntingdon, 376. Totals of 60-day touring permits issued by other provinces in February, were: New Brunswick, 918, Manitoba, 305, Alberta, 96, Saskatchewan, 64, Nova Scotia, 2.

Ontario entered 72,529 cars for stays of 48 hours or less, principally through the ports of Windsor, where 32,516 cars were entered, Niagara Falls, where 19,061 were entered, and Fore Erie which entered a total of 14,526. New Brunswick cleared the second largest number of cars inward for short stays, viz., 35,973, and the chief point of entry was St. Stephen with a total of 22,542.

Cars were entered under 60-day touring permits during February from every state in the Union, even from the sunny south. Four cars came from Alabama, 5 from Arizona, 17 from Florida, 14 from Georgia, 3 each from Louisiana and Mississippi and 32 from Texas. Bordering states with the highest representation were: New York with 6,536 cars, Michigan 5,668, Washington 3,914, Vermont 2,745, and Maine 993.

Nineteen cars from countries other than the United States were entered under 60-day touring permits during February. Ten came from Alaska, 2 from Hawaii and one from each of the following countries: Morocco, Phillippine Islands, United Kingdom, New Zealand, Mexico, Panama, Newfoundland.

The Hundred Dollars Exemption

RESIDENTS of Canada returning from abroad during the month of January took advantage of the one hundred dollars exemption clause provided in the Customs Tariff to the amount of $344,399. This total, however, was less than that for January, 1939, when the value of exempted goods brought in was $373,337, a difference of $28,938. Of the total amount brought in during the first month this year, United States goods were valued at $338,784, the remainder, $5,615, coming from other countries. Clothing was by far the most important item on the list under which the goods were classified, totalling in value $144,043 from all countries. Of this amount, $142,179 came from the United States alone. Furniture and household appliances took second place with a total of $51,062, of which $50,201 was from the United States. Radios were valued at $33,671, all of which, with the exception of $117, was brought in from the United States. Then followed boots and shoes with a total of $27,501, of which $27,394 was from across the line. Automobile tires and tubes brought in duty free totalled $4,765, and automobile accessories $4,043. These items were imported entirely from the United States. Other imports were listed as Miscellaneous Commodities and had a total value of $79,314. Of this amount, $76,648 worth were purchased in the United States, leaving a total of $2,666 coming from other countries.

Departmental Rulings

BACON Forming Press, manufactured by John E. Smith's Sons, Buffalo, New York, at the present time is held to be of a class or kind not made in Canada and admissible at 10 per cent ad valorem, item 427a, under the Canada-United States Trade Agreement. Motor —item 445g.

"Oilgear" Fluid Power Variable Speed Horizontal Broaching Machines, Types XL-6, 12, 20, 32, 50A, 50B, 75A, 75B and 100, manufactured by the Oilgear Company, Milwaukee, Wisconsin, at the present time are held to be of a class or kind not made in Canada and admissible at 10 per cent ad valorem, item 427a, under the Canada-United States Trade Agreement. Motors—item 445g.

"Footburt" Automatic Single Spindle Screw Machines, 1″ and 1½″, manufactured by the Foote-Burt Company, Cleveland, Ohio, at the present time are held to be of a class or kind not made in Canada and admissible at 10 per cent ad valorem, item 427a, under the Canada-United States Trade Agreement. Motors—item 445g.

"Cyclone" Extractor, manufactured by Beluche, Duerre & Company, Inc., Buffalo, New York, at the present time is held to be of a class or kind made in Canada and dutiable at 25 per cent ad valorem, item 427, under the Canada-United States Trade Agreement.

"Harris" Light Single End Tenoner Machine, manufactured by the Millbury Machine Company, Millbury, Mass., at the present time is held to be of a class or kind made in Canada and dutiable at 25 per cent ad valorem, item 427, under the Canada-United States Trade Agreement.

"Universal" Sand Throwers, Models A and B, manufactured by the Universal Sand Equipment Company, Cleveland, Ohio, at the present time are held to be of a class or kind made in Canada and dutiable at 25 per cent ad valorem, item 427, under the Canada-United States Trade Agreement.

Export Clearance of Wheat

EXPORT clearances overseas and imports of Canadian wheat into the United States for consumption and milling in bond amounted to 4,526,780 bushels during the week ended March 1 as compared with 2,522,293 in the same week of 1939. The accumulated total for the period from August 1 to March 1 was 90,708,065 bushels in comparison with 91,100,764 in the same period of the previous crop year.

Regulation Concerning Meats

THE Minister of National Revenue has established the following regulations under authority of Section 99 of The Special War Revenue Act:—

Manufacturers or producers of meats, cooked, salted, smoked or pickled, who sell to consumers or users only, will be required to account for sales tax on the transfer of these goods to their retail stores on the regular price to the consumer or user, less a discount of 30 per cent. The sales tax is to apply ON and not OF the remainder.

The above regulation may be considered as in effect on and from September 12, 1939.

Changes in List of Customs-Excise Ports

Grand Etang, N.S., a postal Collecting Station under the survey of the Port of Port Hawksbury, N.S., closed as from the 1st February, 1940.

West Bay, N.S., a postal Collecting Station under the survey of the Port of Port Hawksbury, N.S., closed from the 1st February, 1940.

Havre St. Pierre, P.Q., a Postal Collecting Station under the survey of the Port of Quebec, P.Q., closed as from the 1st March, 1940.

Re Landing Certificates

REFERRING to Memorandum Series D No. 103, Landing Certificates may be issued only for goods entered for consumption, and applications for such documents should be granted only at the request of the importers who entered the goods concerned at Customs.

United States exporters applying for such documents should be so informed.

Prohibited Importation of Fresh or Frozen Pork

BY Order in Council P.C. 768, dated the 23rd February, 1940, it was ordered that the importation of fresh or frozen pork be prohibited except under licence issued under regulations prescribed by the Minister of National Revenue, effective on and after the 26th February, 1940.

Collectors are instructed that entries for the importation of fresh or frozen pork are not to be accepted unless accompanied by Form E stamped " Approved on behalf of the Minister of National Revenue " and signed by an officer of the Department.

All applications for licences to import fresh or frozen pork should be submitted direct to the Department on Form E.

Licences will not be required for casual importations not exceeding 100 pounds.

Prohibited Exports

BY Orders in Council (P.C. 286) of the 23rd January, 1940, and (P.C. 885) of the 29th February, 1940, it is provided that no person shall export any goods to the following countries in Europe without first obtaining a permit issued by or on behalf of the Minister of National Revenue, viz:—

Belgium, Bulgaria, Denmark, Estonia, Finland, Greece, Hungary, Italy, Latvia, Liechtenstein, Lithuania, Luxemburg, Netherlands, Norway, Roumania, Spain, Switzerland, Sweden, U.S.S.R. (Russia), Yugoslavia.

Application forms for permission to export goods to the countries referred to may be obtained on application to the Department direct.

Memorandum WM No. 16 is superseded.

Tariff Change by Order in Council

BY Order in Council (P.C. 1030), dated the 14th day of March, 1940, passed under authority of Section 284, paragraph (*k*) of the Customs Act, it is ordered that:—

"Magnesite, calcined, not further manufactured than ground, when imported by manufacturers of insulating materials for the purposes specified in Item 296e of Schedule "A" of the Customs Tariff, from a country the products of which are subject to General Tariff treatment, shall be permitted entry free of duties of Customs."

The Order in Council is effective on and after March 16, 1940, the date of publication in the *Canada Gazette.*

Information on Export Entry

COLLECTORS have been notified referring to Memorandum Series D No. 71 Supplement No. 1, in the case of L.C.L. shipments, as it is not possible for the exporter to state on the export entry the number of the car in which his shipment will be carried, this information must be noted on the export entry by the Customs officer at the port of exit.

If upon arrival at the frontier port of exit the shipment goes forward by truck or vessel, this fact should be indicated on the relative export entry.

Excise Duty Collections

COMPARATIVE Statement of Excise Duty Collections, in Canada, during the months of February, 1939, and February, 1940:—

February, 1940, spirits, matured, $531,710; February, 1939, $458,049. February, 1940, spirits unmatured, $85,955; February, 1939, $63,829. February, 1940, validation fee, $42,495; February, 1939, $12,094. February, 1940, malt, $866,289; February, 1939 $461,773. February, 1940, beer, $6,310; February, 1939, $13,903. February, 1940, malt syrup $11,932; February, 1939, $4,035. February, 1940, cigars, $33,556; February, 1939, $24,013. February, 1940, cigarettes, $2,391,013; February, 1939, $1,878,562. February, 1940, manufactured tobacco, $568,568; February, 1939, $395,303. February, 1940, licences, $2,620; February, 1939, $1,352. February, 1940, total $4,540,453. February, 1939, $3,312,916.

Comparative Statement of Tobaccos, Cigarettes and Cigars entered for consumption, in Canada, during the months of February, 1939, and February, 1940:—

February, 1940, tobacco, cut, 1,980,112 pounds; February, 1939, 1,688,826 pounds. February, 1940, tobacco, plug, 237,226 pounds; February, 1939, 216,178 pounds. February, 1940, tobacco, snuff, 65,753 pounds; February, 1939, 65,634 pounds. February, 1940, cigarettes, No. 500,688,677; February, 1939, No. 469,620,390. February, 1940, cigars, No. 11,196,775; February, 1939, No. 8,021,156.

International Air Traffic Increased

SUBSTANTIAL increases in the volume of international air traffic handled through the Customs Air Harbour, St. Hubert, Quebec, were recorded for the month of February last, as against February, 1939. Aeroplanes inward and outward, numbered 263, an increase of 101; passengers 2,196, an increase of 1,738, while pieces of baggage carried totalled 3,033, an increase of 2.368. Totals in detail for February, showing comparison with the same month of 1939, were:—

Aeroplanes inward 131, increase 50, outward, 132, increase 51; passengers inward, 999, increase 805, outward, 1,197, increase 933; pieces of baggage inward 1,368, increase 1,101, outward 1,665, increase 1,267; express parcels inward 75, increase 38, outward 35, increase 29; bags of mail inward 485. increase 284, weight 3,880 pounds, increase 2,118, outward 499 bags, increase 329, weight 3,336 pounds, increase 1,744.

The value of importations during February was $8,443 as against $3,222 for February, 1939. Ten flights inward and 10 outward were cancelled during the month owing to weather conditions. This compares with 18 inward and 19 outward cancelled during the same month a year ago.

How Daylight Saving Began

WITH the adoption of daylight saving time in the offing, at least at many points throughout the Dominion, it may be interesting at this time to recall some facts regarding its inception. It seems that this idea of conserving daylight was first used as a war measure during 1916 in Europe. It meant a saving in fuel and in cost of illumination. After the war the adoption of daylight saving was gradual. However, to-day a large number of cities and towns in Canada and the United States advance their time-pieces one hour beginning in March, April or May, adhering to advanced time until the end of September or October. In Europe summer time extends from approximately the beginning of April to the beginning of October and is in force by law in Great Britain. Belgium, Finland, Greece, Holland, the Irish Free State, Portugal, Roumania and parts of France.

Although the actual adoption of daylight saving thus dates back only about 25 years the idea was suggested 156 years ago when there appeared in the *Paris Journal* a letter by Benjamin Franklin, the famous American diplomat. He wrote that one morning in Paris he was awakened very early by the tenants overhead and was astonished to find the room very light and he imagined for a moment that someone had lit a dozen lamps. On sitting up he discovered that the servants had neglected to close the shutters. The sun was at that moment at the horizon.

> "I looked at the clock" he wrote "It was not yet six, and I thought it very strange the sun should rise so early. Upon consulting the Almanac, however, I made a second discovery—that it rose earlier and earlier just to the end of June when it appears at 3.15.
>
> This suggested a series of ideas to me. Had I not been awakened I should have slept four or five hours more—and many others do so too. Suppose there are 100,000 families in Paris and each consumes say half a pound of candles an hour, seven hours a day (average) over a period of six months. For Paris alone this amounts to 65,050,000 pounds of wax at four cents a pound—or $3,562,000 worth a year."

Here Franklin had actually hit on the idea of daylight saving away back in 1784. He contended that if Parisians could be persuaded to make use of only the day—both rising and retiring earlier—a great saving in living costs would be realized. But how to manage it was the question. and it was then that he proposed a universal earlier rising hour. However, such a proposition was not favourably received. Even as some people to-day regard the plan as ridiculous, so did the people of his time. They thought Franklin was either stupid or merely joking.

It is a notable fact that owing to the exigencies of the present war and as a result of the good effects obtained during the period of the world war, daylight saving was adopted in England and France this year on February 18, the earliest date on record.

Regarding Filing 1939 Income Tax Returns

(*Editor's Note.*—This article was prepared for the Review by direction of C. Fraser Elliott, K.C., Commissioner of Income Tax.)

THE several income tax returns which require to be compiled and filed in duplicate with the Inspectors of Income Tax throughout the country are returnable in respect of individuals on or before the 30th April, 1940, and must include the income of the twelve months of the calendar year 1939. The returns of income of corporations on Form T. 2 are to be filed in duplicate within four months of the close of the 1939 fiscal period.

Individuals.—The taxpayer must estimate his own tax when filing the return and the estimated tax is due on or before the 30th day of April, 1940. If the taxpayer so elects he may pay one-third of such estimated tax on that date and the balance, with interest as provided in the Act, within four months thereafter.

The exemptions and rates of tax presently provided by the Statute are set out fully on Forms T. 1 and T. 1A.

Where the income of a taxpayer is in excess of $5,000, an additional 5 per cent of the amount of the tax as provided by the Statute is payable.

Surtax on investment income is payable in excess of certain exemptions. The rates and the exemptions are shown on the Forms T. 1 and T. 1A.

At the last Session of Parliament (September, 1939) a War Surtax of 20 per cent was imposed. This is applicable to 1939 and subsequent periods and is calculated on the tax otherwise determined.

Gifts.—Subject to certain exceptions, a Gift tax is payable in respect of the transfer by any individual, residing or ordinarily resident in Canada, of any property (whether situate within or outside of Canada) by way of gift or donation. The tax is payable by such individual at the rate applicable in respect of the aggregate value of all the property so transferred during the year at rates according to a sliding scale. Commencing on gifts up to and including $25,000, the rate is 5 per cent and up to a rate of 15 per cent on gifts exceeding $1,000,000. There is no tax where the aggregate value of the gift or donation in any year does not exceed $4,000, or where the gift to any one person does not exceed $1,000, or where the aggregate value does not exceed an amount equal to one-half the difference between the income of the taxpayer in the next preceding year and the income tax which was payable thereon.

The tax shall be paid in full to the Receiver General of Canada on or before the 30th April next succeeding the year in which the gifts were made.

Corporations.—A corporation must estimate and pay the tax at the time of filing the return as indicated in the table, though it may take advantage of a similar method of payment by instalments as in the case of an individual.

The tax presently payable is 18 per cent of the income, but where corporations and joint stock companies file a return consolidating their profits or losses with that of their subsidiaries, the rate of tax is 20 per cent.

Capital Expenditure Allowance.—A taxpayer shall be entitled to deduct from the tax otherwise payable under this Act an amount up to 10 per centum of the capital costs incurred and paid by the taxpayer in the period beginning 1st May, 1939, and ending 30th April, 1940, in the manner provided by Section 90 of the Act and the regulations prescribed and authorized in respect thereto. For those not familiar with the provisions of Section 90 and who have had capital expenditures in the period mentioned, it is suggested that information be obtained from the office of the Inspector of Income Tax.

Trusts and Estates.—Income accumulating in trust for the benefit of unascertained persons or of persons with contingent interests shall be taxable in the hands of the trustee or other like person acting in a fiduciary capacity as if such income were the income of a person other than a corporation but he is not entitled to the $1,000 exemption.

Omitted Income.—Particular attention is again drawn to the 1932 amendment which provides that if any person omits to declare any dividend, rentals, interest, royalties or other like income and such income is subsequently ascertained to have, in fact, been received by the taxpayer, such person may be assessed as if double the income so omitted from the return had been received.

Excess Profits Tax.—Under the provisions of the Excess Profits Tax Act which is also administered by the Income Tax Division, there shall be assessed, levied and paid an Excess Profits Tax based upon the profits as defined, derived by the taxpayer from the carrying on of any trade or business subject to the exemptions and deductions as provided, at either the rates set down in Paragraph 'A' or the rate provided in Paragraph 'B' of the Schedule of Rates in the Excess Profits Tax Act. The taxpayer shall have the option of electing.

The provisions of this Act shall apply to the profits of the year 1940 and of all periods ending therein after the 31st day of March, 1940, and to all subsequent periods.

The Income Tax Act of Ontario, 1936.—This Act is administered by the Income Tax Division of the Department of National Revenue. The Ontario Income Tax is payable by individuals residing in, employed in or carrying on business in the Province of Ontario. Combined Dominion-Ontario forms (T. 1 Dom.-Ont. or T. 1A Dom.-Ont.) are provided for such persons and the taxpayer is required to file this return on or before the last day of April each year. It is necessary for each taxpayer to estimate and pay the tax in the same manner as is required by the Dominion of Canada. The Ontario rate of tax is presently one-half of the Dominion rate and the basis of determination of the income is the same as for the Dominion, but there is an allowance of the Dominion tax for the same period as a deduction from the income for Ontario tax purposes.

The Income Taxation Act, Manitoba.—This Act is administered by the Income Tax Division of the Department of National Revenue. The Manitoba income tax is payable by taxpayers residing in, employed in, or carrying on business in the Province of Manitoba. The exemptions are: $750 for unmarried persons; $1,500 for married persons, unless husband or wife has an income in excess of $750 in which case the exemption is $750 each.

Combined Dominion-Manitoba forms (T. 1-Dom.-Man. or T. 1A Dom.-Man.) are provided for individual taxpayers and the taxpayer is required to file this return on or before the last day of April each year. It is necessary for each taxpayer to estimate and pay the tax in the same manner as is required by the Dominion of Canada. The Manitoba rate of tax is not a proportionate rate of the Dominion tax; the rates are however shown on the dual Income Tax forms.

This Act is applicable to Corporations also. They are required to file in the same manner and at the same time as under the Dominion Act. The appropriate form to be used is T. 2 Dom.-Man. which gives full instructions including the rate of tax payable.

The Income Tax Act of Prince Edward Island, 1938.—This Act is administered by the Income Tax Division of the Department of National Revenue. The Prince Edward Island tax is payable by taxpayers residing in, employed in, or carrying on business in the Province of Prince Edward Island. The exemptions are: $750 for unmarried persons; $1,000 for married persons, unless husband or wife has an income in excess of $750, in which case the exemption is $750 each. In lieu of the exemptions just referred to, a soldier, sailor or nurse who took part in the South Africa campaign, 1899-1901, or who served overseas during the Great War, is entitled to the following exemptions: (*a*) where married—$1,500; (*b*) where unmarried—$1,250.

Combined Dominion-Prince Edward Island Forms (T. 1 Dom.-P.E.I. or T. 1A Dom.-P.E.I.) are provided for individual taxpayers and the taxpayer is required to file this return on or before the last day of April each year. It is necessary for each taxpayer to estimate and pay the tax in the same manner as is required by the Dominion of Canada. The Prince

Edward Island rate of tax is not a proportionate rate of the Dominion tax; the rates are however shown on the dual Income Tax forms.

The Income Tax of Prince Edward Island is applicable to Corporations also. They are required to file in the same manner and at the same time as under the Dominion Act. The appropriate form to be used is T. 2 Dom.-P.E.I. which gives full instructions including the rate of tax payable.

There are now three provinces, Ontario, Manitoba and Prince Edward Island, whose Income Tax laws are administered by the Income Tax Division, Department of National Revenue, and the saving to the public in the filing of one Income Tax return will be substantial. This saving will not only apply to the returns of income, but also to the returns of Information such as those which cover dividends, salaries and wages, and such like.

The joint administration is to the advantage of the tax-paying public, business interests generally, and in fact to the advantage of all concerned.

CHART OF INCOME TAX FORMS TO BE FILED BY CANADIAN TAXPAYERS WITH THE INSPECTOR OF INCOME TAX IN THE DISTRICT IN WHICH THEY RESIDE

Forms used by	Description of form	Nature of Form	Due to be filed	Penalty
Individuals................	T-1	Income received for the calendar year.	On or before the 30th April in each year.	5% of the amount of the tax. Maximum $500.
Farmers and Ranchers.....	T-1A	Income received for the calendar year.	On or before the 30th April in each year.	5% of the amount of the tax. Maximum $500.
Corporations..............	T-2	Income received for the fiscal year.	Within four months from the close of the fiscal year.	5% of the amount of the tax. Maximum $500.

TAXES TO BE WITHHELD AT THE SOURCE

Corporations, associations, Dominion and Provincial Governments, municipalities, religious and charitable institutions and, in short, those persons who may be under obligations to pay interest, dividends, rentals and royalties.	700	Remittance and particulars of 12½% tax deducted from rentals paid or credited to non-residents.	Within one week next succeeding the week payment has been made or credited.	$10 per day. Maximum $50. See note below.
	701	Remittance and particulars of 12½% tax deducted from royalties paid or credited to non-residents.	Within one week next succeeding the week payment has been made or credited.	$10 per day. Maximum $50. See note below.
	603	Remittance and particulars of 5% tax deducted from dividends and interest.	Within one month of payment of the dividend or interest.	See note below.

Note.—For failure to deduct the debtor is liable for the tax with interest at 10% per annum.

For failure to remit a further penalty of 10% of the amount collected or withheld together with interest at 10% per annum until paid.

HERE AND THERE

Under the heading " The Rascals " the following editorial appeared recently in the *Winnipeg Free Press:*

> It may be all right to "whistle while you work," remarks the *National Revenue Review*, but to sing while you work may not have such happy consequences. Relating the experience of officers of the R.C.M.P. in trying to locate the illicit still in a district in Nova Scotia it says:
>
> "After travelling through several miles of swamp they came to a thicket of shrub spruce covering several acres of land. Voices lifted in lusty song came to the ears of the officers who approached the place. They found a still in full operation and succeeded in arresting three of the joyous songsters who later appeared before a magistrate and were each sentenced to fines of $250 or five months in county jail."
>
> The gay dogs! Violating the law and happy over it. The *Review* wonders if they are singing now. It may be doubted.

Unearthed from the early files of a western outport comes this interesting story of Customs activities fifty-five years ago. A. M. Kennedy, Collector at the port of Winnipeg, forwarded to the *Editor* recently the letter reproduced below which D. Thorburn, Sub-Collector at Portage la Prairie found buried in some musty files. The letter is dated March 31, 1885, the year of the Riel Rebellion, a fateful year for the young Dominion. It is written in longhand for the then Collector of Customs at Winnipeg, W. R. Mingaye, and is signed by him. This document indicates the spirit of co-operation that existed between the Canadian and United States authorities even at that time, over half a century ago. The letter reads as follows:—

> To the Surveyor
> and all other officers concerned,
> Winnipeg.
>
> In view of the disturbance now in progress in the North Western Provinces, I am desired by the Customs Authorities on the United States Frontier to give them information of the detection of any importation of Munitions of War by people of their side of the Frontier into this country.
>
> Arms and munitions of War are forbidden by law to be brought into Canada except under restrictions and although Guns, Pistols, Revolvers and Rifles have been allowed to come in by suffrance, it must now be stopped.
>
> All examining Officers must use every precaution to prevent the bringing in of any such arms or of Munitions of any kind, unless the persons doing so prove their right to have possession of the same.
>
> Persons are not allowed to bring in Revolvers or other arms or Ammunition on their persons and I have to point out that the Customs Act gives Authority to all Officers of Customs to search those whom they reasonably suspect of having unlawful goods or goods on which duties have not been paid.
>
> You will therefore govern yourselves in accordance with the above.
>
> (Sgd.) W. R. MINGAYE,
> *Collector.*
>
> *To the Sub-Collector,*
> Outport—Portage la Prairie,
> Manitoba. You will at once send me any information as above requested by the United States Authorities.

The story of a running fight put up by a plucky Customs officer and three assistants against a band of smugglers and which resulted in the seizure of the goods and the capture of three of the law-breakers, is told in an old newspaper clipping which the *Editor* received recently from the outport of Hemmingford, Quebec. The reporter relates how on November 16, 1882, a preventive officer of the then Port of Hemmingford saw four men going towards the United States border after dark with three empty waggons, and suspecting that they intended to smuggle, resolved to watch. About 2 o'clock the next morning the men returned with loaded waggons and drove past the Customs House without reporting. The Customs officer with his assistants started in pursuit, overtaking them within a distance of about two miles. When the Customs men tried to pass them one of the fugitives cried "Here is the officer; drive on!" and they drove faster, at the same time pelting the officers with stones, slashing at them with their whips and even firing a pistol at them. The race continued for half a mile, the smugglers crossing and recrossing the road in front of their pursuers. When at last the preventive officer succeeded in getting to the front, he commanded them to halt in the Queen's name, but the foremost man struck him in the face with his whip and they all dashed by. Finally, however, the Customs officers succeeded in blocking the road and the waggons came to a halt. At this moment the man in the rear jumped from his waggon, unharnessed one of his horses, and mounting it, escaped by a side road. There were two single waggons, each carrying two barrels of kerosene oil while the double waggon at the rear held four barrels of kerosene and a chest of tea. All these goods had been smuggled into Canada from the United States.

The three men were committed to gaol to stand trial at the next session of the criminal court and at this trial they were charged with intent to defraud the revenue of Canada by smuggling. They were then tried separately before two justices of the peace for refusing to stop when they were required to do so in the Queen's name by a Customs officer.

The ring-leader, who was arraigned first, pleaded guilty while the charges against the other two had been clearly proven. They were all condemned to pay a fine of $200 each with an option of two months in gaol. The writer failed to state which penalty was chosen.

The goods, vehicles and horses were sold at public auction.

By the end of March nearly 50,000 farmers in Ontario, Quebec and the Maritime Provinces were harvesting the annual crop of maple syrup and maple sugar. Sap's now running in Western Ontario and the harvest extends eastward until early in April, by which time more than 20,000,000 trees will have been tapped and the new product will be on the market. Prospects are bright for a good run. Last year the yield was comparatively low due to unfavourable weather conditions. To get the best yield several hours of sunshine during the daytime followed by some frost at night are required. In 1939 the total yield of maple syrup was 2,302,200 gallons and the production of maple sugar was 2,900,200 pounds. The Province of Quebec accounts for about 80 per cent of the total output of maple products with the Eastern Townships as the centre of production. It is expected that the demand this year for maple products will be greater than for several previous years.

NEWS AND COMMENT

MONTREAL: Reaching an all-time high for that month February's Custom's-Excise collections at the port of Montreal totalled $8,445.912, an increase of $2,099,148 compared with February, 1939, when collections totalled $6,346,764, and an increase of $824,120 compared with the previous high mark set for that month in 1929 when $7,621,792 was collected. February this year represented the sixth consecutive month of increases over the corresponding months last year. These mounting revenues started with the outbreak of war. February is usually the smallest month of the year as regards Customs-Excise returns.

Some idea of the effect of war activities on this port's revenue is conveyed by the following. During the first five months of the fiscal year just ended, Customs-Excise returns showed a decrease of 4·56 per cent compared with the corresponding period a year ago. In September the collections were up 14·9 per cent over the previous September. In October they rose 18 per cent, in November 20·6 per cent and in December 21·2 per cent. January's increase over the same month a year ago was 42·3 per cent, while February's improvement was 33 per cent.

The "Port of Montreal" covers a wide area, including a considerable part of rural territory as well as Montreal and district. With the port closed for navigation during the winter months, practically all the goods coming in and subject to Customs and Excise duties arrive by railway.

Collections by months since the beginning of 1938 were as follows:—

	1940	1939	1938
	$	$	$
Jan.	9,749,980	6,851,440	7,246,407
Feb.	8,445,912	6,346,764	6,862,986
Mar.	....	7,173,792	7,627,085
Apr.	....	6,825,972	8,352,333
May.	....	9,726,807	9,169,744
June.	....	8,845,623	9,348,789
July.	....	8,414,747	8,609,809
Aug.	....	8,755,204	9,124,422
Sept.	....	10,023,909	8,721,513
Oct.	....	11,122,056	9,420,756
Nov.	....	11,398,928	9,449,538
Dec.	....	9,256,407	7,635,656
Totals.	....	104,741,648	101,569,038

Toronto: Revenue received at the Customs express branch, Toronto, during February last increased by $34,768 to a total of $193,634, compared with receipts for February, 1939. Packages received numbered 16,966 a drop of 2.275 while entries totalled 4,118, an increase of 317. Collections at the postal branch amounted to $60,666, increase $3,561. Packages received totalled 37,317, increase 3,540; packages delivered 33,639, increase 1,867; entries 2,960, increase 190.

Twenty-four aeroplanes, inward and outward, were cleared through the Customs air harbour, Toronto, during February. Of these 18 were United States planes and 6 were Canadian. Twenty-one passengers were carried, all, with the exception of 2, on United States planes. Pieces of baggage numbered 57. Comparative totals for February, 1939, were: aeroplanes 19, passengers 16, pieces of baggage 45.

Montreal: Business transacted at both the postal and express branches, Montreal, during February last showed marked increases compared with the same month a year ago. At the Customs postal branch collections amounted to $68,461, a gain of $10,731, while parcels received numbered 26,784, increase 3,103, parcels cleared 26,390, increase 3,268, entries 1,895, increase 128. Revenue received at the Customs express branch increased by $15,209 to a total of $202,767, while parcels received numbered 16,380, a decrease of 1,234, and entries 3,092, an increase of 354.

QUESTION BOX AND LETTER BAG

A Letter from J. A. Ross

The *Editor* received the following letter from J. A. Ross, who retired on March 30 from the position of Chief Treasury officer of the Department:

"On my retirement from the Service after forty years with the Department, I desire to express through the columns of the *Review* my high appreciation and warmest thanks to those at headquarters, the various ports and all other services of the Customs and Excise, for the full measure of co-operation the Accounts Branch has received, and for very cordial relations we have enjoyed in all our dealings with those of other branches, as well as many outside the Service.

The Accounts Branch has always endeavoured to render a prompt and satisfactory service and we do feel grateful for the fine response we have received generally.

It would indeed be remarkable if in an effort to apply the provisions of Orders-in-Council and Departmental regulations to the varying conditions in different sections of Canada, there were not differences in interpretation and application. Yet I cannot recall an instance when such differences were not easily and amicably adjusted.

It is, therefore, with much satisfaction that in leaving the Department I do so with the utmost good-will towards every one in the Customs-Excise service.

I carry with me the finest memories of all with whom I have been associated, past and present, and feel that many lasting friendships have been firmly established which I value very much indeed. Many of those whom I regard as tried and true friends I have never seen, but one forms many opinions from attitudes shown in frequent correspondence.

With kindest regards and all good wishes for the welfare of those who continue in the service of this great Department."

JUST AMONG OURSELVES

MARCH-APRIL

ADDITIONS

New Brunswick

Saint John: W. G. Cornfield, Ordinary Seaman, Harbour Boat *Bayman.*

Ontario

Niagara Falls: W. H. Eagan, Customs Excise Examiner.

Toronto: K. L. H. Griese, Stenographer, Grade 1; J. H. Wright, Customs Truckman.

Manitoba

Emerson: S. B. Reece, Customs Excise Examiner.

Winnipeg: R. P. Chipman, Office Boy.

Administrative

M. J. Borutski, Office Boy; F. L. Dales, Stenographer, Grade 1; R. J. Gowenlock, Clerk, Grade 2; H. P. Kirsch, Stenographer, Grade 1; M. E. Johnston, Stenographer, Grade 1; C. W. Rennick, Office Boy; Beatrice Shotton, Stenographer, Grade 1; J. M. N. Syme, Stenographer, Grade 1.

DEDUCTIONS

Quebec

Montreal: J. T. Brick, Customs Excise Examiner (Died). Evariste Cleroux, Customs Express and Postal Cashier (Died). E. E. C. Therien, Customs Excise Examiner (Retired).

Ontario

Ottawa: J. B. E. Richard, Express and Postal Computing Clerk (Resigned).

Toronto: T. E. Moore, Senior Customs Excise Clerk (Died). I. Roughley, Customs Excise Examiner (Retired).

West Toronto: Harry Durrant, Collector of Customs and Excise, Grade 4 (Retired).

Windsor: A. A. Ellwood, Customs Excise Account Clerk, Grade 6 Port (Retired).

British Columbia

Revelstoke (Vernon): Bertram deWiele, Sub-Collector of Customs and Excise, Grade 1 Outport (Retired).

Victoria: A. C. Boyce, Customs Excise Examiner (Retired).

Administrative

A. L. Bell, Clerk, Grade 1 (Resigned).

PROMOTIONS

Quebec

Montreal: A. L. S. Bertin, from Special Exciseman, Grade 1 to Special Exciseman, Grade 2; G. A. Connolly, from Clerk, Grade 1 to Senior Messenger; J. F. R. Gagnon, from Office Boy to Clerk, Grade 1.

(Berthierville): M. J. J. L. Denis, from Special Exciseman, Grade 2, to Special Exciseman, Grade 3 "A."

Ontario

Morrisburg: C. M. Crober, from Customs Excise Clerk to Collector of Customs and Excise, Grade 1. Port.

Toronto: S. W. Barrett, from Cashier and Computing Clerk to Senior Customs Excise Clerk.

Manitoba

Winnipeg: J. W. Bain, from Customs Excise Examiner to Express and Postal Computing Clerk; G. C. Haines, from Customs Excise Clerk to Express and Postal Computing Clerk.

British Columbia

Vancouver: D. C. Colquhoun, from Office Boy, to Clerk, Grade 1; F. J. Quinlan, from Customs Excise Examiner to Express and Postal Computing Clerk.

Administrative

J. A. Brackenridge, from Office Boy to Clerk, Grade 1; C. S. Carruthers, from Office Boy to Clerk, Grade 1; A. C. Challis, from Office Boy to Clerk, Grade 1; J. S. W. Langford, from Office Boy to Clerk, Grade 1; J. R. McGovern, from Office Boy to Clerk, Grade 1; J. R. McNally, from Office Boy to Clerk, Grade 1; J. G. MacKay, from Office Boy to Clerk, Grade 1; E. J. Markey, from Office Boy to Clerk, Grade 1; A. P. Michie, from Office Boy to Clerk, Grade 1; M. H. Skelton, from Office Boy to Clerk, Grade 1; M. E. Tuppins, from Stenographer, Grade 1, to Stenographer, Grade 2.

Customs Inspection

Ottawa: J. R. G. St. Laurent, from Office Boy to Clerk, Grade 1.

PROMOTION AND TRANSFER

British Columbia

A. F. Eddy, from Sub-Collector of Customs and Excise, Limited Service Outport, Penticton (Bridesville) to Sub-Collector of Customs and Excise, Grade 1 Outport, Revelstoke (Vernon).

EXPORTED NEWSPRINT PAPER

January, 1940, exports of newsprint paper totalled 4,515,036 cwt. of the value of $9,781,083 compared with 5,105,174 at $11,245,295 in December and 3,872,489 at $8,290,258 in January, 1939. The United States took 3,526,610 cwt., Australia 603,716, Argentina 83,811, British South Africa 76,035, New Zealand 41,956, Chile 23,497, Mexico 23,321, Brazil 19,718 and British India 15,083.

COMPARATIVE STATEMENT OF CUSTOMS AND EXCISE REVENUE RECEIVED DURING THE MONTH OF MARCH, 1939 AND 1940.

—	1939	1940	Increase	Decrease
	$ c.	$ c.	$ c.	$ c.
CUSTOMS DUTIES	7,036,480 10	9,705,935 54		
Less Refunds and Drawbacks	1,035,720 93	798,486 24		
Net	6,000,759 17	8,907,449 30	2,906,690 13	....
EXCISE TAXES	10,976,505 33	14,243,397 17		
Less Refunds and Drawbacks	352,939 44	239,775 57		
Net	10,623,565 89	14,003,621 60	3,380,055 71	....
EXCISE DUTIES	3,783,277 48	5,549,072 22		
Less Refunds and Drawbacks	33,658 60	34,014 42		
Net	3,749,618 88	5,515,057 80	1,765,438 92	....
SUNDRY COLLECTIONS	43,351 93	61,911 12		
Less Refunds	50	3 50		
Net	43,351 43	61,907 62	18,556 19	....
Net Totals	20,417,295 37	28,488,036 32	8,070,740 95	....
Net Increase	....	....	8,070,740 95	....

TOTALS FOR TWELVE MONTHS

—	1938-39	1939-40	Increase	Decrease
	$ c.	$ c.	$ c.	$ c.
CUSTOMS DUTIES	88,074,609 96	108,796,149 09		
Less Refunds and Drawbacks	10,626,712 08	9,529,237 53		
Net	77,447,897 88	99,266,911 56	21,819,013 68	....
EXCISE TAXES	159,937,498 93	162,408,775 64		
Less Refunds and Drawbacks	3,788,439 31	3,674,049 79		
Net	156,149,059 62	158,734,725 85	2,585,666 23	....
EXCISE DUTIES	51,823,214 90	64,586,352 57		
Less Refunds and Drawbacks	475,092 90	826,904 46		
Net	51,348,122 00	63,759,448 11	12,411,326 11	....
SUNDRY COLLECTIONS	705,405 95	598,450 25		
Less Refunds	272 84	251 54		
Net	705,133 11	598,198 71	....	106,934 40
Net Totals	285,650,212 61	322,359,284 23	36,816,006 02	106,934 40
Net Increase	....	....	36,709,071 62	....

COMPARATIVE STATEMENT OF INCOME TAX REVENUE RECEIVED DURING THE MONTH OF MARCH 1939 AND MARCH 1940

—	March, 1939	March, 1940	Increase	Decrease
	$ c.	$ c.	$ c.	$ c.
Net Collections	4,766,966 35	5,896,919 96	1,129,953 61	....

TOTALS FOR TWELVE MONTHS

—	1938-39	1939-40	Increase	Decrease
	$ c.	$ c.	$ c.	$ c.
Net Collections	142,026,137 69	134,448,565 89	....	7,577,571 80

INCOME TAX COLLECTIONS BY DISTRICTS

Comparative statement of net collections by districts received during the months April to March inclusive, of the fiscal years 1938-39 and 1939-40. (Decrease marked*.)

Districts	1938-39	1939-40	Increase or Decrease
Charlottetown	499,138 14	610,083 00	110,944 86
Halifax......	2,337,848 27	2,107,619 59	* 230,228 68
Saint John....	1,585,397 16	1,332,635 05	* 252,762 11
Quebec.......	1,741,582 63	1,852,845 91	111,263 28
Montreal	36,786,414 78	36,116,822 66	* 669,592 12
Ottawa	9,025,014 73	8,371,726 35	* 653,288 38
Kingston.....	276,966 95	433,332 70	156,365 75
Belleville.....	614,443 18	575,016 71	* 39,426 47
Toronto..	48,884,606 40	44,813,160 41	*4,071,445 99
Hamilton.....	9,814,180 34	9,625,718 34	* 188,462 00
London.......	12,163,043 11	10,986,069 32	*1,176,973 79
Fort William..	505,018 00	447,548 62	* 57,469 38
Winnipeg......	3,993,986 12	3,904,610 16	* 89,375 96
Regina........	328,747 66	370,387 53	41,639 87
Saskatoon.....	176,348 66	197,662 65	21,313 99
Calgary.......	1,683,961 50	2,300,284 36	616,322 86
Edmonton	589,310 78	630,553 53	41,242 75
Vancouver....	10,973,647 11	9,679,932 32	*1,293,714 79
Yukon........	46,482 17	92,556 68	46,074 51
Total.....	142,026,137 69	134,448,565 89	*7,577,571 80

The National Revenue Review

In this Issue

INCOME TAX AND THOSE WHO PAY IT

TOURIST SEASON IS HERE AGAIN

REVIEW OF FISCAL YEAR AT PORTS

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DEPARTMENTAL RULINGS, LETTER BAG,
INCOME TAX COLLECTIONS,
REVENUE TABLE

May, 1940

Vol. XIII

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J. Sydney Roe, Editor

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A Helping Hand at the Border

(*Editor's Note.*—This article was written for the Review by W. G. Stamp, Collector at Fort Erie, Ontario.)

HERE is a little human interest story. At the point of examination for automobiles from the United States, at the Peace Bridge, Fort Erie, a car of rather ancient vintage, and bearing indications of having been in strenuous and active service for some time, was brought to a grinding halt by the driver thereof, an elderly man who was accompanied in the front seat by his wife. As the officer stepped forward and raised his hand to the door, the head of a large police dog thrust out of the open rear window. The dog was anything but friendly but, at a quiet word from the lady, it lay down on the floor of the car.

The driver handed to the officer a worn C.12 permit, which is the form surrendered by owners of Canadian automobiles upon their return to Canada. The officer remarked that the car in question bore the licence plates of the United States. The driver requested permission to proceed to the examining yard, where he would make full explanation.

It developed that this elderly couple, due to adverse circumstances, had lost a small farm and practically all of their possessions in one of our western provinces. A son, residing in the United States, had offered them a home with him, providing they could make their own way to his residence. They were able to realize sufficient money to purchase an old, second-hand automobile in Canada, which served to carry them, after many difficulties encountered en route, to their destination in the United States. " But," as the elderly man explained, " the old car died just before we got there; and we realized only a few dollars from the sale of it for scrap and after obtaining clearance from the United States Customs."

After making their home for several months with the son, the authorities intervened and informed them that they could voluntarily depart the country, or face deportation proceedings. They purchased another second-hand car, and commenced the return journey to Canada, ultimately arriving at the Peace Bridge. There were no apparent prospects in view for this old couple, but they faced the future without any trepidation. They did not solicit sympathy or assistance from the officers, but told a straightforward story and were resigned to abide by all requirements. It was explained that the regulations did not permit the entry into Canada of this used automobile; and in any event they were without sufficient funds with which to make any further arrangements.

However, through the kindness and co-operation of the United States officials, the automobile was returned to that country, and there sold to a second-hand dealer, and with the money thus obtained the couple felt they were able to proceed to one of our nearby cities, and make an effort toward re-establishing themselves.

The old gentleman, having thanked everyone, suddenly recalled to mind the large police dog that had been their constant companion. Their worries commenced anew, as it was not practical to take the dog with them, and the question arose as to its disposal. The animal, although an excellent watchdog, was inclined to be friendly and responded to advances, and one of the officers volunteered to take the dog.

Later, the officers at the Peace Bridge received a letter from the two, which was cheerful in content, again thanked them for their kindness, and stated they had obtained suitable employment in a nearby Canadian city, and were comfortably located.

There is, of course, a moral to this little story. There are instances where persons have not responded to an officer's questions in a straightforward manner, giving the impression that there might be an attempt at evasion. While the officers strive to be courteous in their examination, at the same time they are required to be firm in the enforcement of the regulations. The result has been, perhaps, that the person departs with the opinion that such officers are officious and autocratic, taking advantage of their official capacity. However, the foregoing is offered as an illustration that the officer is at heart a human being, capable of sympathy and co-operation toward his fellowmen, and especially is this true when he appreciates that the requirements of his position are being met by the traveller in a straightforward manner.

The Tourist Season is Here Again

THE automobile tourist season will soon be in full swing and indications point to a busy time. During March many more United States cars crossed into Canada for touring and business purposes than in the same month of 1939, while Canadian traffic outward increased by 125 per cent. Totals, covering United States traffic, for the respective months were: 176,162 and 172,518, an increase of 3,644. Cars entered under 60-day touring permits numbered 28,239, increase 2,397, entered for periods over 60 days but not exceeding 6 months 16, increase 6, entered for stays of 48 hours or less 146,164, increase 2,795, entered for purposes other than touring 1,743, decrease 1,554.

Ontario entered 17,665 United States cars under 60-day touring permits and 89,604 for short stays of 48 hours or less. The principal points of entry in Ontario were: Windsor which issued 7,881 60-day touring permits, Fort Erie 5,031, Niagara Falls, 2,556 and Sarnia 1,293. British Columbia entered 5,686 cars under 60-day permits, 2,504 through Pacific Highway, 1,249 through Douglas and 536 through Huntingdon. Other provincial totals for the 60-day traffic were: Quebec 2,991, the largest number of cars entering at Lacolle, totalling 698, Rock Island 347, Highwater 328, Glen Sutton 323; New Brunswick 1,272, principal points of entry—St. Leonard 277, Edmundston 243, St. Stephen 162; Manitoba, 409—Emerson 357; Alberta 136—Coutts 106; Saskatchewan 76, and Nova Scotia 4.

The largest number of cars to be entered at any point in Canada for stays of 48 hours or less was cleared at Windsor totalling 41,472. Other busy points handling this traffic were Niagara Falls, with 22,832 cars, St. Stephen, N.B., 22,775, Fort Erie 18,732.

Quebec entered 785 United States cars during the month for purposes other than touring, British Columbia 381, Ontario 334, New Brunswick 150, Manitoba 73, Saskatchewan 10, Alberta 9 and Nova Scotia 1.

Three states bordering on Canada accounted for nearly three-quarters of the automobiles entered during March under 60-day touring permits: Michigan, from which state 8,716 cars were entered, New York from which 7,198 were entered and Washington from which 5,007 were cleared. Two other bordering states, Vermont and Maine, were well represented with totals of 1,425 and 1,285 respectively. Every state in the Union was represented during March, even those in the sunny south. Florida cars numbered 29, Alabama 7, Mississippi 4, Louisiana 10, Texas 64.

Of the 13 cars that were entered under 60-day touring permits during the month, from countries other than the United States, one came from embattled Finland, one each from Mexico and the Netherlands West Indies, 6 from Hawaii and 4 from Alaska.

Canadian automobile traffic outward for touring purposes during March was far heavier this year than last. In all 66,943 Canadian cars were cleared outward, an increase of 37,188 over March, 1939, when 29,755 cars were cleared. Of the total handled last March, 15,398 cars were cleared for periods of 48 hours or more, while the remainder, 51,545, returned within two days. A summary, by provinces, of permits issued for periods over 48 hours gives the following: Ontario 6,842, British Columbia 5,650, Quebec 1,084, New Brunswick 896, Manitoba 498, Alberta 236, Saskatchewan 185, Nova Scotia 7.

The largest number of Canadian cars reported outward for periods of 48 hours or more was cleared through the port of Windsor totalling 2,649. The second busiest point of exit for this class of tourist was Pacific Highway with a total of 2,593. Other busy points were: Niagara Falls, 2,005; Huntingdon, B.C., 1,034; Fort Erie, 773; St. Croix, N.B., 653; Sarnia, Ont., 536; Emerson, Man. 445; Lacolle, Que., 396.

The Hundred Dollars Exemption

ALTHOUGH there was a slight increase in the imports of furniture and household appliances, as well as automobile tires and tubes brought in by returning Canadians, duty free under the one hundred dollars exemption clause provided in the Customs Tariff, during the first two months of 1940, compared with the same period of last year, imports of other commodities declined. In all $633,622 worth of goods was entered free of duty as travellers baggage during January and February as against $676,453 worth entered in the same months of 1939, a difference of $42,831. Of the total entered this year $625,596 worth of goods came from the United States, the remainder, viz., $8,026, coming from all other countries. Clothing was the principal item imported under this tariff provision with a total value of $276,945 for the two months. Of this amount $273,948 worth was purchased in the United States. The second largest imports consisted of furniture and household appliances totalling in value $91,454, of which $90,246 came from across the line. Radios brought in duty free were valued at $56,437, all of which with the exception of $227, came from the States, while purchase of boots and shoes amounted to $54,052 of which the United States supplied $53,804. All automobile tires and tubes and all automobile accessories brought in as travellers baggage came from the United States; the total values were—tires and tubes $7,611; accessories $6,682. Other goods were classified as miscellaneous commodities and totalled in value $140,441, of which amount $137,095 came from the United States.

During the month of February, 1940, Canadians returning from abroad entered $289,223 worth of goods free as travellers baggage. This compares with a total of $303,116 brought in during February last year, a decrease of $13,893. Of these amounts goods from the United States alone totalled $286,812 and $286,181 respectively. Totals in detail for February last, showing values brought in from all countries, with totals from the United States in brackets, were: clothing $132,902 ($131,769); furniture and household appliances, $40,392 ($40,045); boots and shoes $26,551 ($26,410); radios, $22,766 ($22,656); automobile tires and tubes $2,846 ($2,846); automobile accessories $2,639 ($2,639); miscellaneous commodities $61,127 ($60,447).

Re Trading with Enemy

COLLECTORS of Customs and Excise were advised on April 11, 1940, as follows:—

In view of the fact that Denmark is now occupied by the enemy, it automatically becomes enemy territory under The Trading with the Enemy Regulations and all importers who have goods of Danish origin in bond at your port should be instructed to apply to the office of the Custodian, Department of Secretary of State, for a release, and the goods are not to be delivered pending such release.

Goods of Danish origin in Canada or actually in transit to Canada on or before the 9th April, 1940, may when released by the Custodian, be entered at Treaty rates.

Income Tax and Those Who Pay It

THE accompanying chart shows the various individual income classes of the residents of Canada from whom income tax is collected. It is compiled on the tax collected during the fiscal year ending March 31, 1939, and relates in the main to income received by the taxpayer in calendar year 1937.

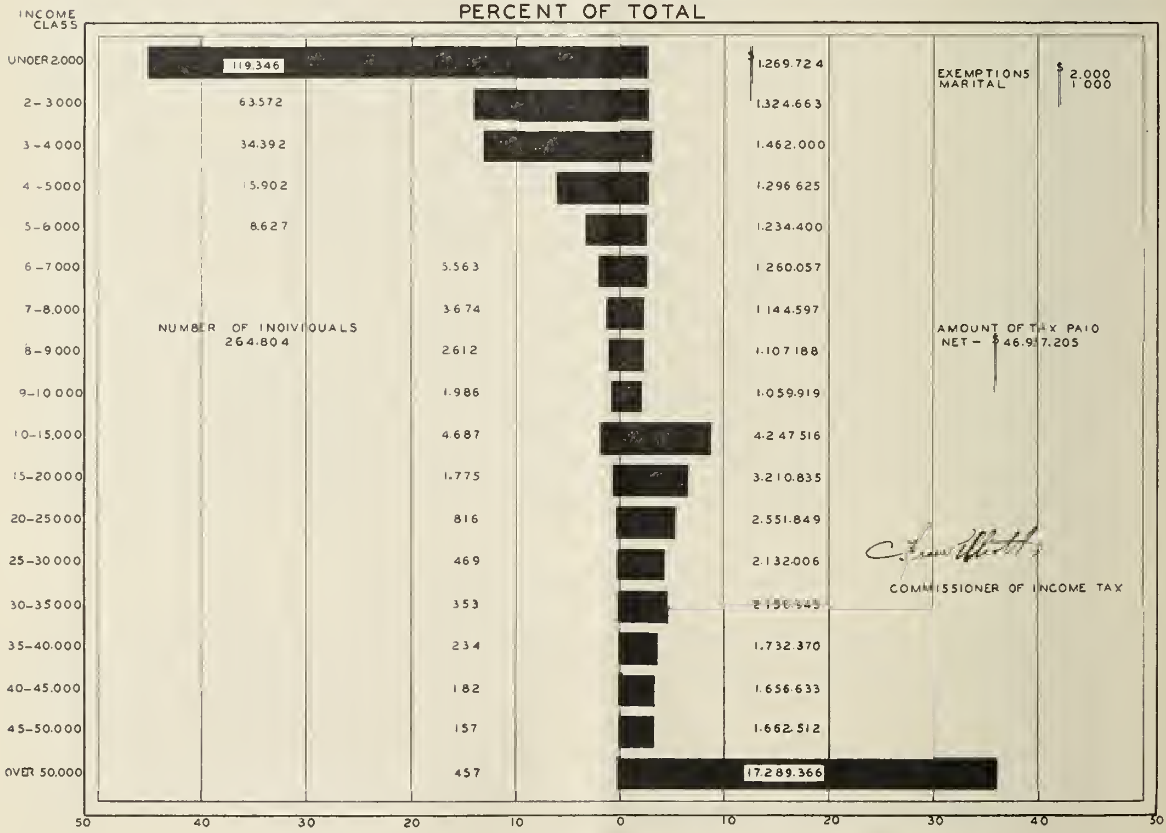
It is to be observed that the chart indicates the income and classes from under $2,000 progressively to over $50,000 the number of taxpayers in and the amount paid by each class, while by reference to the vertical columns the percentage number of taxpayers in each class to the whole, also the percentage of payments by the same class to the total payments, may be obtained.

The total number of individual taxpayers in the year referred to was 264,804 and the net total paid by them $46,937,205. Thus it will be seen that the income class under $2,000 numbering 119,346, representing 45·07 per cent of the total taxpayers, contributed $1,269,723, which is apparently 2·66 per cent of the total amount paid by individuals.

On the other hand, at the foot of the chart it will be seen that there were 457 taxpayers (or ·17 per cent of the total) with incomes over $50,000 who contributed $17,289,365 (an average of $37,832 each) or 36·17 per cent of the total payments.

Similar information is available covering the other classes by reference to the chart.

CANADA
NUMBER OF INDIVIDUAL TAXPAYERS & AMOUNT PAID
BY INCOME CLASSES
1938 – 1939
PERCENT OF TOTAL



Departmental Rulings

THE "Lange" Circle Mitre Machine, Model 42-S, manufactured by Henry G. Lange Machine Works, Chicago, Ill., is at present held to be of a class or kind not made in Canada and admissible at 10 per cent ad valorem, item 427a, under the Canada-United States Trade Agreement. Motor—Item 445g.

Fish Scaling Machine, manufactured by S. M. Godfrey, Sharon, Pa., at the present time is held to be of a class or kind not made in Canada and admissible at 10 per cent ad valorem, item 427a, under the Canada-United States Trade Agreement. Motor—Item 445g.

New High Speed Two Spindle Hand Profiling Machines, Types 12-E and 12-E2, manufactured by Automatic Machinery Mfg. Corp., Bridgeport, Conn., at the present time is held to be of a class or kind not made in Canada and admissible at 10 per cent ad valorem, item 427a, under the Canada-United States Trade Agreement. Motor—Item 445g.

Automatic Brush Boring and Filling Machine manufactured by Carlson Tool and Machine Co., Aurora, Ill., at the present time is held to be of a class or kind not made in Canada and admissible at 10 per cent ad valorem, item 427a, under the Canada-United States Trade Agreement. Motor—Item 445g.

Coal Portable Loading Conveyors, manufactured by F. S. Converse Co. Inc., Johnson City, N.Y., at the present time are held to be of a class or kind made in Canada and dutiable at 25 per cent ad valorem, item 427, under the Canada-United States Trade Agreement.

"Bishop" Jiffy Cuff Brusher, manufactured by G. H. Bishop Co., Chicago, Ill., at the present time is held to be of a class or kind not made in Canada and admissible at 10 per cent ad valorem, item 427a, under the Canada-United States Trade Agreement. Motor—Item 445g.

Effective on and after the 29th January, 1940, material described as "Aroma," manufactured by H. P. Bachert, Buffalo, N.Y., may be allowed entry under item 220 (*a*). This will supersede the ruling in the June, 1939, issue of the NATIONAL REVENUE REVIEW.

Prohibited Exports

BY Order in Council (P.C. 1471), dated the 11th April, 1940, it is provided that no person shall export any goods to the following countries in Europe without first obtaining a permit issued by or on behalf of the Minister of National Revenue, viz:—Albania, Iceland, Portugal, Turkey.

Application forms for permission to export goods to the countries referred to may be obtained on application to the Department direct.

By Order in Council (P.C. 1473), it was ordered that until further notice licences for the export from Canada of cod livers and cod liver oil, crude or refined, shall be withheld unless approved by the Wartime Prices and Trade Board.

Collectors and transportation companies are instructed that no cod livers or cod liver oil shall be accepted for shipment or released for export unless accompanied by Foreign Exchange Control Board Form B stamped "Approved on behalf of the Wartime Prices and Trade Board" and signed by an officer of the Department.

All applications for permission to export cod livers and cod liver oil should be forwarded direct to the Department on Foreign Exchange Control Board Form B.

Many Tourists at National Parks

RECORDS were shattered in several of Canada's national parks last year. A total of 966,584 persons visited them in the nine-month period ended December 31, 1939. This compares with 921,536 tourists in the corresponding period of 1938. Record-breaking attendances are reported from eight of the national parks—Banff, Jasper, Waterton Lakes, Yoho, Riding Mountain, Georgian May Islands, Cape Breton Highlands, and Prince Edward Island National Parks.

Banff National Park in Alberta had the largest attendance when 221,850 tourists visited this Rocky Mountain resort, an increase of 46,843 over the nine-month period ended December 31, 1938. At Jasper National Park, largest of the parks, the number of visitors increased by 19 per cent. Visitors to Waterton Lakes National Park—the Canadian Section of the Waterton-Glacier International Peace Park—totalled 108,527, an increase of 22,010. Elk Island National Park, located about thirty miles east of Edmonton, attracted 53,101 persons.

Across the Great Divide of the Rockies in British Columbia, Kootenay National Park attracted 62,307 visitors as against 52,027, while Yoho National Park played host to 67,539 tourists, 7,862 more than the previous season. Attendance at Mount Revelstoke National Park, most westerly of the parks, also showed an increase.

Canada's prairie playgrounds were well patronized during the 1939 season. The attendance at Prince Albert National Park in Saskatchewan was about the same as in the 1938 season, while Riding Mountain National Park in Manitoba attracted 129,846 visitors as against 124,459 in the corresponding period of the previous year.

In Ontario, Point Pelee National Park, situated in a heavily-populated area within easy access of the cities of Windsor and Detroit, was visited by 129,412 persons. St. Lawrence Islands National Park had 21,600 visitors compared with 21,150, and attendance at Georgian Bay Islands National Park increased by more than 50 per cent.

In the Maritime Provinces, historic Fort Beausejour National Park, New Brunswick, had 16,589 visitors, while Fort Anne National Park, Nova Scotia, also rich in historical associations, attracted 10.085 persons. Canada's two newest national parks also made their contributions to vacationers—Prince Edward Island National Park, officially opened last summer, attracting 35,488 visitors, while Cape Breton Highlands National Park in Nova Scotia entertained 21,781 tourists.

Customs Export Entries

REFERRING to the instructions concerning Customs Exports entries, as printed on the reverse side of Entry Forms B-13, Collectors of Customs are instructed that they should certify two copies in addition to the two copies surrendered to Customs when requested to do so by the exporter or his agent, one when drawback is to be claimed and one for sales tax audit purposes.

No charge is to be made for certifying and returning these copies by mail when the same are presented to Customs by the exporter or his agent *at the same time* as the two original Export Entries.

Should the copies be presented *after* the exportation of the goods, however, a charge of 10 cents shall be made for each copy. When copies are *prepared* and certified by Customs, a fee of 20 cents shall be charged. All such fees shall be entered in the Sundry Collections Cash Sheet, and remitted to the Department in the usual way.

Memoranda 2268-B and 2287-B are superseded.

Tariff Change by Order in Council

BY Order in Council (P.C. 1405), dated the 9th April, 1940, it was ordered that Tops and Noils produced in Intermediate Tariff Countries from wools previously exported from Canada and returned to the exporter of such wools, shall, subject to the regulations prescribed by the Minister of National Revenue, be admitted free of Customs duties, including special duty.

Regulations.—A declaration in the following form, duly completed, shall be placed on the face of each import entry of such Tops or Noils:—

The Tops and/or Noils above described have been combed in ....from wools exported from Canada in the months of..19............by the undersigned importer, as per copy of export entry attached hereto, who hereby declares that the said Tops and/or Noils were wholly produced from such wools.

....

Signature.

The above Order in Council is effective on and after April 13, 1940, the date of publication in the *Canada Gazette.*

Collectors Instructed

IT has been brought to the attention of the Department that, in some cases, importers of coal from the United States have found it difficult to have in their possession at the time of entry Customs invoices properly certified as to origin, thus requiring that the coal be entered under the General Tariff or incur demurrage. When coal is imported by rail direct from the mine or by water from Great Lake ports, it may be assumed that such coal is the product of the United States, and until otherwise advised, invoices may be accepted for entry under the Intermediate Tariff although not bearing the prescribed Certificate of Origin.

Excise Duty Collections

COMPARATIVE statement of excise duty collections, in Canada, during the months of March, 1939, and March, 1940:—

March, 1940, spirits, matured, $919,637; March, 1939, $560,509. March, 1940, spirits, unmatured, $95,614; March, 1939, $63,635. March, 1940, validation fee, $60,259; March, 1939, $19,108. March, 1940. malt, $1,225,404; March, 1939, $637,141. March, 1940, beer, $25,346; March, 1939, $13,403. March, 1940, malt syrup, $10,167; March, 1939, $8,261. March, 1940, cigars, $32,808; March, 1939, $28,911. March, 1940, cigarettes, $2,712,923; March, 1939, $2,063,164. March, 1940, manufactured tobacco, $532,942; March, 1939, $452,258. March, 1940, licences, $19,409; March, 1939, $20,303. March, 1940, total, $5,634,513; March, 1939, $3,866,697.

Comparative statement of tobaccos, cigarettes and cigars entered for consumption, in Canada, during the months of March, 1939, and March, 1940:—

March, 1940, tobacco, cut, 1,893,267 pounds; March, 1939, 1,945,101 pounds. March, 1940, tobacco, plug, 233,430 pounds; March, 1939, 267,620 pounds. March, 1940, tobacco, snuff, 72,241 pounds; March, 1939, 56,219 pounds. March, 1940, cigarettes, number 533,352,473; March, 1939, number 515,782,351. March, 1940, cigars, number 10,366,190; March, 1939, number 9,473,510.

The Problem of Intemperance Years Ago

THE problem of intemperance was evidently a very live issue amongst the colonies of British North America in the early days before Confederation. Evidence of this is contained in an old volume of Customs and Excise laws and regulations dated 1851, sent to the *Editor,* and which includes:—

An Act to make better provision for granting licences to keepers of taverns and dealers in spirituous liquors in Lower Canada, and for the more effectual repression of intemperance.

Duty levied in those days on brandy, gin, cordials, rum, spirits and strong waters, including spirits of wine and alcohol, was at the rate of one hundred per cent. Whiskey, however, was taxed at only eighteen cents a gallon, and large quantities were coming in.

The Act dated August 30, 1851, reads in part as follows:—

> Whereas the Act passed in the now last session of the Provincial Parliament, intituled, *An Act for the more effectual suppression of intemperance,* has been found defective; and whereas it is expedient that other provisions of law be made for the regulation of taverns and other places of public entertainment, and for the more effectual repression of intemperance: Be it therefore enacted by the Queen's Most Excellent Majesty, by and with the advice and consent of the Legislative Council and of the Legislative Assembly of the Province of Canada, that except distillers, duly licensed under the provisions of the Act passed in the ninth year of the reign of Her Majesty, who are and shall be hereby empowered to sell in the same quantities as storekeepers or merchants who may be duly licensed under this Act to sell spirituous liquors, no person shall sell or retail brandy, rum, whiskey or other spirituous liquors, wine, ale, beer, porter, cider or other vinous or fermented liquors, in a less quantity than three gallons at any one time, nor shall any person keep any inn, tavern, temperance hotel or other house of public entertainment for the reception of travellers and others, without a licence as hereinafter provided for.
>
> And be it enacted, That if any person shall keep an inn, tavern, etc., or shall sell any spirituous liquors, or shall cause the same to be sold in his house or premises, or in any boat, barge, craft or other construction floating on or moored in any river, lake or stream, or in any house erected upon any frozen water, without the..required licence, such person shall be liable to a penalty of twelve pounds ten shillings for every such offence.
>
> And be it enacted, That every licensed inn, tavern, etc., situated in villages and country parts, shall contain at least three rooms, with at least one good bed in each, for the accommodation of travellers, in addition to those used by the family; and the keeper of every such inn, etc., shall have a stable adjacent or attached to such house, with convenient stalls for at least four horses, and the keeper of such house shall be constantly supplied with a sufficient quantity of provisions, and of hay and oats, for travellers and their cattle, and in default of any or more of the foregoing requirements, the keeper of such house shall be liable to a penalty of five pounds.
>
> And be it enacted, That the keeper of every licensed inn, etc., shall keep a peaceable, decent and orderly house, and shall not suffer any person resorting thereto to play any game at which money shall be lost or won; nor shall the keeper be at liberty to keep a bar in more than one house, or to vend at any time any such liquors to any intoxicated person, or on Sundays to any person whomsoever, except sick persons or travellers, nor to any soldier, seaman, apprentice or servant, knowing him to be such, on any day after eight o'clock in the afternoon in winter, and nine o'clock in the afternoon in summer, under a penalty of five pounds for each offence.
>
> And be it enacted, That whenever any person has drunk spirituous liquors to excess in any inn, etc., sold by permission of the keeper thereof, for the gain of such keeper, and while in a state of intoxication arising out of the use of such spirituous liquors, has come to his death by committing suicide or by drowning, perishing from cold, or by any accident occurring in consequence of his being so intoxicated, the keeper of such inn shall be liable to be indicted and tried before the Court of Queen's Bench sitting in the District in which such person resides, for a misdemeanor, and if convicted thereof, shall be liable to a penalty of not less than fifty pounds, nor more than two hundred and fifty pounds, to be paid to the heirs or legal representatives of the deceased person, or to be imprisoned for a period not less than one month nor more than six months.

HERE AND THERE

Here is another case of conscience money. On April 9, 1940, there was received by the Department an envelope postmarked Toronto containing $25 in bills with the following anonymous note:—

> An elderly lady consulted me about a matter which was worrying her. It appears that many years ago, when returning from England, she brought home a couple of presents to her mother and while the Customs officials opened and examined her bags, these items, if seen, were not charged duty.
>
> This lady now feels that there is a possibility that a charge should have been made and so wishes me to send to you anonymously the enclosed amount of $25 which is felt would more than cover any obligation.

"Wheel Carriages," as they were called, were scarce in early Nova Scotia, and those used for pleasure alone were practically unthought of. Persons who did own and use carriages were taxed for the upkeep of the streets, as is shown by the following notice, published in 1769:—

> This is to give notice to all persons having wheel carriages, subject by law, to a tax for repairs of the streets, etc., that they do attend at the Excise Office

in Halifax, on or before the first Tuesday in February next ensuing between the hours of ten in the forenoon and one in the afternoon; to pay the first half-yearly payment as the law directs—and that all persons refusing or neglecting to pay as above, will have warrants of distress granted against them without further notice.

Dated at the Excise Office in Halifax, this 19th January, 1769. John Newton and Arch. Hinshelwood, Collectors.

In his autobiography, "Days of Our Years," M. Pierre van Paassen tells of an Italian officer who, at a luncheon at the opening of the Italian Pavilion at the Paris Exhibition, started to tell of Fascist successes.

"Our Duce," he said, "ordered us to take Ethiopia, and we took it in the face of fifty-one nations determined to destroy us. He told us to take the Iron Ring around Bilbao; the next morning it was ours.

"We have eight million bayonets—nothing can stop us. Let us be frank about it; if the Duce ordered his army to march into France to-morrow, what really could stop us?"

There was an embarrassed silence. A French guest broke it.

"Monsieur seems to forget the French Customs service," he remarked.

More than thirty-four million little salmon and trout were distributed in suitable waters in the Maritime Provinces and British Columbia by the Canadian Government during 1939. Most of these little fish had been carefully fed in hatchery ponds before liberation and all reached their new homes in a strong and vigorous condition. The principal species liberated included 21,300,000 Atlantic salmon, 11.600,000 speckled trout, and more than one million sockeye salmon. Other species distributed in smaller numbers were Sebago salmon, Kamloops trout and rainbow trout. Most of the fish set free were in the fingerling stage, although some of them were yearlings and older, and the rainbow trout included adult fish up to four years old. These represented fish held in the hatcheries as brood stock which had been replaced during the year with younger fish.

In order to offset the reductions made by commercial fishing, angling, and natural losses, Canada has organized an extensive system of fish culture. Each year wide-scale plantings are made from hatcheries operated by the Dominion Department of Fisheries for the purpose of maintaining and improving fishing in areas where the fisheries are under federal administration. Another important branch of this work is the collection of fish eggs for use in future restocking operations. Egg collection reports from the various hatcheries maintained in Nova Scotia, New Brunswick, and Prince Edward Island reveal that a total of 19,138,700 Atlantic salmon eggs and 17,016,100 speckled trout eggs were handled during 1939.

Canada is now the world's largest producer of maple products, and the industry is organized on a sound and profitable basis. The makers have been educated; basic standards of quality have been evolved and adopted; stringent pure-food laws have been framed and enacted, and a system of registration and inspection developed for their effective enforcement. The old iron kettle has been largely replaced by the modern hygienic evaporators, which ensure cleanliness and uniform quality. This progress has all taken place in the past quarter of a century, as statistics reveal that in 1913 Canada's production of maple products was equivalent to only 35 per cent of the United States output. In recent years the geographic centre of the industry has shifted from the New England States to the Province of Quebec, and during the past two seasons the Canadian output has been about thirty per cent higher than that of the United States. Despite the progress which has been made, Canada has an estimated reserve of three to four untapped trees to each one now being tapped.

Exports of Canadian maple syrup to the United States during 1939 made a marked gain, amounting to 206,894 gallons valued at $244,868 compared with 8,327 gallons valued at $20,148 in 1938. The export of maple sugar amounted to 7,812,046 pounds valued at $1,216,340 compared with 7,519,106 pounds worth $1.203,002 in 1938. The total value of exports of maple products in 1939 amounted to $1,461,208, of which about 98 per cent went to the United States.

COLLECTIONS INCREASED IN PAST FISCAL YEAR

Customs and Excise Revenue at Large Ports

IT has been the practice to include in the May number of the REVIEW each year a comprehensive summary of Customs and Excise business and collections at various leading ports for the twelve months fiscal period. This article has been prepared from information furnished by Collectors whose co-operation in this and other matters is acknowledged by the *Editor.*

INCREASE AT HALIFAX

A statement of Customs-Excise revenue at the port of Halifax, covering collections for the past fiscal year, gives the following: total collections $5,059,103, an increase of $1,079,156 over the previous year, import duties $2,172,938, sales tax on imports $373,697, Excise tax on imports $56,625, Excise tax $1,865,296, Excise duty $577,903, sundry collections $12,644. The largest gains, amounting to $722,328, were made in import duty collections.

Export entries for the year numbered 48,300, import entries 22,592, Excise tax entries 1,991, Excise duty entries 2,249, manifests received 12,779, manifests forwarded 16,795.

Collections at the Customs express branch, Halifax, in the twelve months' period, amounted to $45,284, an increase of $10,008, compared with 1938-39. Parcels received numbered 6,838, increase 310, entries 1,446, increase 163. At the postal branch collections totalled $24,500, a drop of $3,142, while parcels received numbered 22,906, an increase of 1,384, entries 1,679, the same number as the previous year.

Shipping activities for the year were as follows: foreign vessels inwards 2,297, tonnage 6,667,465, outwards 2,689, tonnage 7,365,617; coastwise vessels inwards 1,845, tonnage 1,556,067, outwards 1,307, tonnage 322,543.

Further collections for the fiscal year, with totals for 1938-39 in brackets, were: pilotage $196,332 ($88,382), steamship inspection fees $10,461 ($10,458), sick mariners' dues $111,079 ($33,549), signal station dues $2,080 ($1,037), fumigation charges $3,774 ($4,865), marine register fees $3 ($11), United States fishing vessels licences $7 ($9).

AT SAINT JOHN

Collections at Saint John, N.B., of Customs-Excise revenue during the fiscal year just ended amounted to $4,797,233. This was an increase of $1,105,746 over collections received in 1938-39. Import duties totalled $1,660,233, sales tax on imports $362,289, Excise tax on imports $36,954, Excise taxes $2,557,346, Excise duty $175,658, sundry collections $4,753. Further collections at this port included: pilotage $54,504, marine dues $16,188, steamship inspection fees $4,095, fumigation charges $2,209.

The number of entries for the year was 54,062, made up as follows: import entries 14,044, Excise tax 1,998, Excise duty 700, export 36,956, intransitu 364. Manifests received numbered 10,534, manifests forwarded 17,889. Revenue received at the Customs Express branch, Saint John, in the twelve months' period amounted to $25,629, while parcels received numbered 6,327, entries 969. Receipts at the postal branch totalled $12,127, parcels received 13,099, entries 1,065.

Foreign aircraft inwards and outwards during the year numbered 36, passengers 23. United States cars inwards totalled 316, passengers 797; outwards 281, passengers 726.

A summary of shipping activities at this port for the year gives the following: vessels (foreign), inwards 1,322, registered tonnage 1,390,290, cargo tonnage 399,444; vessels (foreign), outwards 1,375, registered tonnage 1,365,058, cargo tonnage 1,440,138; coastwise vessels inwards 2,090, tonnage 112,305; outwards 2,377, tonnage 983,497.

LARGE INCREASE AT QUEBEC

The largest Customs-Excise revenue in the history of the port was collected at Quebec during the past fiscal year totalling $7,232,268. This compares with $6,458,982 collected during 1938-39, a net increase of $773,286. The largest revenue together with the greatest increase for the year was collected in Excise duty which totalled $3,575,143, an increase of $533,889. Import duty amounted to $1,247,919, increase $177,370, sales tax on imports $278,098, increase $27,730, Excise tax on imports $37,168, decrease $118,805, Excise tax, domestic, $2,088,943, increase $154,092, sundry collections $4,997, decrease $990.

Import duty entries for the year numbered 26,004, an increase of 541, Excise tax entries 7,423, a drop of 20, Excise duty entries 2,834, a gain of 133, manifests received 12,449, an increase of 204, manifests forwarded 3,714, an increase of 150.

Business transacted at the postal and express branches at Quebec during the past fiscal year, showing comparison with the previous year, was as follows: postal branch—collections $81,724, increase $25,476, packages received 25,994, decrease 4,722, entries 3,460, increase 448; express branch—collections $63,249, decrease $5,639, packages received 10,214, decrease 525, entries 2,194, increase 99.

A summary of shipping activities at the port of Quebec during 1939-40, compared with the previous year, gives the following: vessels arrived, foreign, 414, decrease 13, net registered tonnage 1,605,746, decrease 370,157; vessels, departed foreign, 388, decrease 35, net registered tonnage 1,351,143, decrease 377,862; vessels arrived coastwise 2,501, increase 76, net registered tonnage 1.916,490, decrease 187,880; vessels departed coastwise 2,519, increase 73, net registered tonnage 2,168,221, decrease 185,468; coasting licences issued 126, decrease 1, export entries 4,553, decrease 1,280, in transitu entries 219, decrease 87.

Aircraft inward, foreign, numbered 4, increase 1, outward 7, increase 5; aircraft inward coastwise 3, increase 1, outward nil, decrease 2.

INCREASE AT MONTREAL

The port of Montreal collected $9,349,525 in Customs-Excise revenue during the month of March last, an increase of $903,612 over the previous month of February and of $2,175,733 over March, 1939, according to figures released by Arthur Laing, Collector. This was the seventh consecutive month showing a substantial increase over the corresponding month of the previous year. On Saturday, the final working day of the month, revenue collected totalled $1,036,038.

During the fiscal year just ended this port received a total of $111,915,069 in Customs-Excise revenue. This compares with $100.204,556 collected in 1938-39, an increase of $11,710,513 or 11·6 per cent. In the first five months of the fiscal year, April to August, collections showed a decrease of 4·5 per cent compared with the same period of the previous year. However, with the outbreak of war and the imposition of added taxes, September's collections rose 14·9 per cent above that of a year ago. October collections showed a gain of 18 per cent over its corresponding month, November collections 20·6 per cent, December 21·2 per cent, January 42·3 per cent, February 33·1 per cent, March 30·3 per cent. March was the third consecutive month collections had risen more than $2,000,000 above the corresponding month of the previous year.

In making up the grand total for the month sales tax and sundry collections are included in the Customs-Excise levies. Collections at the port of Montreal which includes the city and district and some parts of rural Quebec, since the beginning of 1938, by months, were as follows:—

	1940 $	1939 $	1938 $
Jan.	9,749,980	6.851.440	7,246,407
Feb.	8,445,913	6,346,764	6,862,986
Mar.	9.349,525	7.173,792	7,627,085
Apr.	....	6,825,972	8,352,333
May	....	9.726,807	9,169,744
June..	....	8,845,623	9,348,789
July..	....	8,414.747	8,609,809
Aug.	....	8,755.204	9,124,422
Sept.	....	10,023.909	8,721,513
Oct.	....	11,122,056	9,420,756
Nov.	....	11,398,928	9,449,538
Dec.	....	9,256,407	7,635,656
Totals	....	104.741,648	101,569,038

Revenue collected at the express branch, Montreal, in the fiscal year just ended, amounted to $2,087,448, a drop of $42,175 compared with 1938-39. Packages received numbered 262,547, an increase of 37,073 or 14 per cent, entries 33,239, an increase of 2,661, or 8 per cent. Collections at the postal branch totalled $765,111, while parcels received numbered 283,502, entries 21,809.

A summary of international air traffic handled at the Customs Air Harbour, St. Hubert, Quebec, during the past fiscal year shows that 3,617 aeroplanes, inward and outward, were cleared, an increase of 1,026 over 1938-39. Passengers, inward and outward, numbered 24,980, increase 16,213, while pieces of baggage carried totalled 32,103, increase 20,887, bags of mail 12,116, increase 2,187, weight 102,877 pounds, decrease 42,559 pounds. Totals in detail for the fiscal year 1939-40 were as follows: aeroplanes inward 1,814, outward 1,803; passengers inward 11,854, outward 13,126; pieces of baggage inward 15,479, outward 16,624; express parcels inward 1,160, outward 486; bags of mail inward 5,644, weight 52,612 pounds, outward 6,472, weight 50,265 pounds.

The value of importations in the twelve months' period amounted to $714,165. Flights cancelled owing to weather conditions numbered inward 105, outward 107, while tourist permits issued totalled 35.

Revenue up at Toronto

The port of Toronto collected $62,797,692 in Customs-Excise revenue in the fiscal year ended March 31, 1940. This compares with a total of $57,291,067 collected in the previous year, a net increase of $5,506,625. The largest revenue was received from Excise tax amounting to $31,242,025, an increase of $2,695,451, and the second largest revenue from import duty totalling $23,117,712, a gain of $4,280,133. Other collections in detail were: sales tax on imports $4,891,261, increase $721,757, Excise tax on imports $510,536, decrease $2.439,114, Excise duty $3,004,217, increase $253,420, sundry collections $31,941, decrease $5,023. These totals cover revenue taken in the metropolitan area of greater Toronto, including the port of West Toronto.

The heaviest revenue for any one month during the past fiscal year was taken in November, totalling $6,477,949. Beginning with September, however, marked gains were made each month over the corresponding month of the previous year.

Packages received at the Customs express branch, Toronto, in the twelve months' period numbered 260,056, while entries totalled 47,892, duty collected $2,105,718, storage charges $3,038. At the postal branch 411,445 packages were received, while entries numbered 34,339 and duty totalled $731,472.

Four hundred and ninety-nine aeroplanes, inward and outward, carrying a total of 841 passengers, were cleared through the Customs air harbour in the fiscal year just ended. Of these 356 were United States planes, carrying in all 662 passengers, and 143 were Canadian planes carrying in all 179 passengers.

At Hamilton

The port of Hamilton, Ontario, collected $16,945,065 in Customs-Excise revenue during the past fiscal year as against $14,387,374 during 1938-39, a net gain of $2,557,691. Import duty totalled $4,155,213, increase $869,498; sales tax on imports $455,512, increase $99,536; Excise tax on imports $160,411, decrease $506,110; sales and Excise taxes (domestic) $7,629,793, increase $966,975; Excise duty $4,540,897, increase $1,128,825; sundry collections $3,239, decrease $1,033.

Collections at the postal branch for the year amounted to $103,168, an increase of $6,378, while the number of parcels handled was 40 856, a decrease of 3,188, express branch collections totalled $224,048, an increase of $26,197, while packages numbered 34,017, an increase of 2,796.

At Windsor

A total revenue of $8,738,688 was collected at the Customs-Excise port of Windsor, Ontario, during the past fiscal year, a net increase of $383,257 over the previous year. The principal gain was made in import duty collections which increased by $516,619 to a total of $4,064,899. Excise duty revenue also increased by $76,289 to a total of $279,392. Excise tax receipts amounted to $4,374,677, a drop of $206,784, while sundry collections totalled $19,719, a decrease of $2,867.

Business transacted at the postal and express branches at Windsor in 1939-40 was as follows: postal branch collections $13,593, packages handled 8,709, entries 1,321; express branch collections $32,242, packages handled 7,129, entries 1,406. These totals represent decreases compared with the previous fiscal year.

Customs entries at the port of Windsor last year numbered 81,113, an increase of 5,614; export entries 52,945, increase 1,881; Excise tax entries 3,451, increase 83; Excise duty entries 324, increase 7; manifests received 48 800, increase 5,285; manifests forwarded 438,777, increase 59,291.

At Walkerville

W. B. Ritchie, Collector, reports that the past fiscal year was an exceptionally busy one at the port of Walkerville, with Customs-Excise revenue totalling $9,932,780, a net increase of $1,657,595 over the previous year's collections. Both import and Excise duty receipts made substantial gains while Excise tax collections dropped. Totals in detail for the year were: import duty $4,689,489, Excise taxes $4.012,748, Excise duty $1,222,548, sundries $7,986.

Express branch collections at Walkerville during 1939-40 amounted to $21,074; postal branch collections to $6,345. Packages received at the respective branches numbered 3,933 and 3,728. The total number of entries was 91,584, an increase of 6,854 over the previous fiscal year.

Large Increase at Winnipeg

A substantial increase in Customs-Excise revenue for the past fiscal year was recorded at the port of Winnipeg, A. M. Kennedy, Collector, states. Total collections for the year were $10,999,814 compared with $9,393,585 for 1938-39, a difference of $1,606,229. Both the heaviest revenue and the largest increase was shown in import duty collections which amounted to $4,378,695, an increase of $973,856. Other revenue totals for the year were: Import sales tax $1,328,077, increase $276,270; import Excise tax $110,764, decrease $441,916; Excise tax, domestic, $3,869,705, increase $421,040; Excise duty $1,303,639, increase $377,462; sundry collections $8,935, decrease $483. Gains were recorded in eight months out of the twelve, the largest revenue being taken in October totalling $1,138,123, and the second largest in September totalling $1,123,023.

Business transacted at the Customs postal branch, Winnipeg, during the year, resulted in the following: duty collected $130,460, parcels received 102,066, entries 8,120. These totals represent decreases compared with figures for the previous fiscal year. Revenue collected at the Customs express branch during 1939-40 amounted to $338,967, a decrease of $9,179. The number of packages handled was 90,730, an increase of 24,462, while the number of entries was 10,979, an increase of 487.

Customs manifests received at this port during the year numbered 37,628, an increase of 2,545, Customs entries 79,936, increase 2,401, Excise tax entries 10,401, decrease 438, Excise duty entries 4,371, decrease 35.

Big Gains at Vancouver

Substantial gains in Customs-Excise revenue were made at nearly all points, at the port of Vancouver during the fiscal year just ended. Total collections amounted to $16,597,761, as against $14,588,243 for 1938-39, a net increase of $2,009,518. The largest revenue was derived from import duty amounting to $7,949,771, an increase of $1,585,936. Other totals in detail were: sales tax on imports $2,101,932, increase $281,026, Excise tax on imports $158,259, decrease $807,599, Excise tax $5,206,469, increase $490,097, Excise duty $1,151,211, increase $458,172, sundry collections $30,120, increase $1,884.

Import entries for the year numbered 104,254, decrease 2,016, Excise tax entries 13,656, decrease 70, Excise duty entries 3,326, increase 28.

Business handled at the postal and express branches, Vancouver, during the past fiscal year was as follows: postal branch-collections $200,557, packages received 134,610, entries 10,187; Express branch-collections $254,929, packages received 61,045, entries 8,237, shipments received 39,826, transfer manifests issued 1,023, manifests forwarded 473.

The examining staff at the port issued 26,464 freight manifests during the year and 1,237 express manifests, received 113,332 pieces of baggage, examined and released 88,761 pieces, forwarded in bond 24,515 pieces, and issued 3,250 baggage advice notes, and collected $3,927 in small collections.

Statistics covering shipping, automobile and aircraft activities for the fiscal year, showing comparison with the previous year, were as follows: vessels (foreign) inward 4,124 (3,985), outward 4,091 (3,872); vessels coastwise inward 17,439 (14,414), outward 17,891 (14,585); aircraft inward 1,135 (1,018), outward 1,111 (1,007); baggage by aircraft 3,724 pieces (2,672 pieces); United States automobiles and other vehicles inward 253 (262), outward 356 (439); Canadian automobiles and other vehicles inward 56 (74), outward 51 (86).

AT VICTORIA

Business in general increased at the port of Victoria, B.C., during the past fiscal year. Customs-Excise revenue amounted to $2,016,711, a net increase of $231,926, compared with 1938-39. Collections in detail were: import duty $1,241,350, increase $103,813, Excise tax $308,923, decrease $8,451, Excise duty $457,270, increase $134,099, small collections $9,168, increase $2,464. Entries for the year numbered 19,858, a decrease of 1,975. Import entries totalled 16,881, Excise tax entries 2,176, Excise duty entries 801.

Collections at the Customs postal branch, Victoria, amounted to $76,341, during the past year, an increase of $8,047, while packages received numbered 30,655, packages forwarded 1,653, entries 2,438. At the express branch, collections totalled $27,872, a drop of $111, while entries numbered 917.

Manifests received in the twelve months period totalled 5,137, manifests forwarded 687, pieces of bonded baggage received 28,594, pieces forwarded 20,395, examined 8,199.

Vessels at this port inwards, foreign, numbered 2,997, an increase of 149, vessels outwards, foreign 2,975, increase 97; vessels inwards, coastwise, 2,964, increase 191, outwards, coastwise, 3,040, increase 270.

Foreign aeroplanes handled numbered 18 compared with 38 for the preceding year.

G. A. Yardley, Collector, states that all vessels arriving from foreign countries must pass inspection by the navy. For this purpose a naval vessel is stationed off the entrance to Victoria harbour.

TOBACCO INDUSTRY WORTH MILLIONS

The tobacco industries in Canada contribute materially to the agricultural economy of the Dominion. Of the $22,880,770 worth of materials used in 1938 a total of $13,293,200 was for domestic raw leaf tobacco. All told, the tobacco industry used 39,506,386 pounds of Canadian-grown raw leaf tobacco, 2,328,259 pounds being utilized in the manufacture of cigars; 15,857,006 pounds for cigarettes, and 21,321,121 pounds for smoking and chewing tobacco and snuff. Cigarettes formed the main item of production with an output of 6,899,735,000, valued at $53,224,900.

The total ouput of the industry for the year was valued at $85,088,300, an increase of $987,672, or more than one per cent over the previous year. The tobacco industries in Canada are divided into two distinct operations, one section being engaged in the manufacture of tobacco, smoking and chewing, cigars and cigarettes. The other section deals with the primary operations of processing the green raw leaf into the state where it is in fit condition to undergo the final stage of conversion into the finished article.

During the first four weeks of 1940, Canada's ten sugar refineries manufactured 54,728,387 pounds of refined sugar, of which 47,790,059 pounds were granulated and 6,938,328 pounds, yellow and brown.

FUR FARMING IN 1938

Mainly as a result of increased farming of fox and mink, the number of fur farms in Canada increased to 10,455 in 1938 from 9,179 in 1937. Included in the 1938 total were 8,073 fox farms, 2,222 mink and 160 miscellaneous composed of 66 raccoon, 30 fitch, 11 marten, 10 nutria, two badger, one fisher, and 30 muskrat farms. Compared with 1937, the number of fox farms showed an increase of 472, or six per cent and the number of mink farms, an increase of 796 or 56 per cent.

The value of fur-bearing animals on the farms at the end of the year was $8,929,754 compared with $9,676,431 in 1937. Fur farm revenues in 1938 aggregated $6,482,816, to which the sales of pelts contributed $5,752,742 or 89 per cent, and the sales of live fur-bearing animals $730,074 or 11 per cent. A decrease in total revenues of $327,570 or five per cent was recorded from 1937.

FRUIT AND VEGETABLE ORDER

The Minister of National Revenue has ordered that the fixed valuation for duty purposes on Carrots, as set forth in Fruit and Vegetable Bulletin No. 8 (1939), be cancelled effective on entries on and after March 19, 1940.

FACTS AND FIGURES REGARDING TRADE

Exports of Asbestos

Exports of Canadian asbestos were at a lower point in January, 1940, totalling 174 tons valued at $56,743 compared with 24,025 at $1,820,079 in December and 7,877 at $493,066 in January, 1939. The United States took 131 tons, Japan 22, and Italy 21 tons. Asbestos sand and waste exports amounted to 9,591 tons valued at $172,915 compared with 14,648 at $267,233 in December and 9,167 at $167,867 in January, 1939. The amount exported to the United States was 9,276 tons, the United Kingdom 225 and France 90.

Exports of Rubber

January, 1940, exports of rubber were valued at $1,652,021 compared with $1,035,944 in December and $1,346,480 in January, 1939. A sharp increase was shown in the exports of boots and shoes of rubber or part rubber, the value being $754,874 against $254,302 in December and $352.322 in January a year ago. The United Kingdom took a large portion. Pneumatic tire casings were exported to the value of $636,529 in comparison with $578,765 in December and $716,811 in January last year. These went to 66 countries.

Imports of Paper

Imports of paper into Canada in January. 1940, totalled $720,318 in comparison with $773,641 in December and $597,463 in January, 1939. The United States contributed to the value of $594.773 and the United Kingdom $70,417.

Meat Imports

Due mainly to heavier purchases abroad of fresh pork and canned beef, Canada's January, 1940, import of meats advanced to $1.002.602 from $608,476 in December and $120.765 in January, 1939. Imports of fresh pork totalled 8,507,681 pounds valued at $851,780, all from the United States. Imports of canned beef included 611.827 pounds from the Argentine, 729.000 from Uruguay, 18.000 from Brazil and 900 from Australia. The total value was $85,043.

Imports of Lumber and Timber

Canada's January imports of lumber and timber came mostly from the United States, the total being 4,397,000 feet compared with 6,723,000 in December and 4,473,000 in January, 1939. The amount from the United States in January this year was 4,382,000 feet.

Imported Paints and Varnishes

Paints and varnishes were imported in January, 1940, to the value of $393,456 compared with $563,391 in December and $232,615 in January, 1939. The United States supplied to the value of $259,609 and the United Kingdom $117,057.

Imports of Vegetable Oils

Vegetable oils were imported in January, 1940, to the value of $1,125,115 compared with $983,241 in December and $540,941 in January, 1939. Imports in January this year included the following, with 1939 figures in brackets: Chinawood oil, $242,847 ($50,087); cottonseed oil, $185,553 ($46); peanut oil, $147,240 ($157,661); palm and palm kernel, $142,704 ($95,411).

Imports and Exports of Footwear

Imports of footwear advanced to $132,654 in January, 1940, from $95,380 in December and $96,166 in January, 1939. The amount from the United Kingdom was $23,736 and from the United States $103,910. January exports of Canadian-made leather footwear totalled $53,373 as against $28,834 in December and $62,978 in January last year.

Imports and Exports of Hides and Skins

Imports in January, 1940, of hides and skins, although dropping below the December level, recorded advance over January, 1939. The total this year was 66,351 cwt., compared with 89,823 in December and 40,087 in January last year. Exports recorded declines in both comparisons, the total being 29.448 cwt. compared with 35.155 in December and 59.431 in January, 1939.

NEWS AND COMMENT

TORONTO: The members of the staff of the Undervaluation Branch of the Inspection service at Toronto gathered in the office of Inspector G. E. M. Hunter on March 20 to do honour to Inspector Harry Catlow on his retirement on superannuation, when he was presented with a case of pipes. Inspector Catlow joined the service as Special Customs officer in 1927, and was later promoted to the position of Assistant Divisional Chief of the Ontario division of the Preventive service. Mr. Catlow is well-known in Customs and railway circles in Ontario and the Maritimes.

HAMILTON, ONT.: Marking the completion of thirty-five years continuous service with the department, a banquet was given April 1, 1940, at a local hotel, in honour of T. W. Tennant, Investigator of Drawback Claims at this port, by the Hamilton District Drawback Staff. Mr. Tennant entered the Customs service at Toronto in 1905. He was transferred to Ottawa in 1907, joining the statistical branch, and four years later was appointed to the staff of the late S. W. McMichael, General Inspector of Customs at Toronto. H. S. Moss, District Supervisor of Drawback Investigators who was absent on account of illness, has since returned to his office.

MONTREAL: There was a marked increase in international air traffic through the Customs Air Harbour, St. Hubert, Quebec, during the month of March this year, compared with last. The number of passengers carried increased from a total of 689, carried in March, 1939, to a total of 2,709, carried in the same month this year, an increase of 2,020. The number of planes inward and outward increased from 207 to a total of 276, while the number of pieces of baggage carried jumped from 897 to a total of 3,527, a gain of 2,630. Totals in detail for March, 1940, showing comparison with March, 1939, were as follows:—

Aeroplanes inward 140, increase 37, outward 136, increase 32; passengers inward 1,291, increase 956, outward, 1,418, increase 1,064; pieces of baggage inward 1,745, increase 1,287, outward 1,782, increase 1,343; express parcels inward 97, increase 39, outward 20, decrease 7; bags of mail inward 484, increase 165, weight 4,288 pounds, increase 1,757, outward 496, increase 194, weight 3,694 pounds, increase 1,416.

The value of importations for the month of March was $50,267 as against $3,838 a year ago. Sixteen flights inward and 15 outward were cancelled during the month owing to weather conditions. This compares with 9 inward and 13 outward cancelled in March last year.

WINNIPEG: The volume of international air traffic in and out at this port during the fiscal year just ended showed marked gains over 1938-39. However, from the month of September onward there was a falling off in the number of United States passengers entering, due, no doubt, to misguided concern over war conditions. Aeroplanes inward during the twelve-month period numbered 793, increase 50, passengers 3,522, increase 996; aeroplanes outward 784, increase 54, passengers 3,806, increase 881.

TORONTO: Revenue collected at the Customs express branch, Toronto, during the month of March last amounted to $207,603 as against $202,498 collected during March, 1939, an increase of $5,105. At all other points at both the express and postal branches totals for March showed declines. Packages received at the express branch in March, 1940, totalled 18,192, entries 4,346. At the postal branch packages received numbered 38,658, packages delivered 33,287, entries, 3,096, while duty collected amounted to $64,643.

Eighteen planes inward and outward were cleared through the Customs air harbour, carrying in all 67 passengers. Of these totals 11 planes were Canadian transporting 19 passengers, while 7 were United States planes carrying a total of 48 passengers. Pieces of baggage carried numbered 94. During March last year 11 aeroplanes were handled with a total of 13 passengers.

NIAGARA FALLS: While a greater number of automobile touring permits both for incoming United States cars and outgoing Canadian cars was issued at the Port of

Niagara Falls, during March this year compared with March, 1939, the volume of automobile tourist traffic in general decreased. Sixty-day touring permits issued during the month numbered 2,556, a gain of 189, while touring permits issued Canadian cars outward numbered 10,554, an increase of 4,633. United States cars entered for stays of 48 hours or less totalled 22,832, a decrease of 5,346. Further traffic totals in detail for March last were as follows:—

United States cars inward 25,405, outward 25,407; Canadian cars inward 22.501, outward 21,354; other vehicles inward 777, outward 941; passengers inward 193,121, outward 191, 661.

The total number of cars inward and outward during March this year through Niagara Falls was 94,667. This compares with 109,057 handled during March, 1939.

Montreal: Parcels received at the Customs postal branch, Montreal, during March last numbered 27,208, an increase of 19 compared with March, 1939, while parcels cleared numbered 26.810, an increase of 85. Entries totalled 1,960, a decrease of 114. Collections for the month amounted to $74,795, a drop of $6,140. At the Customs express branch collections in March totalled $216,349, a decrease of $15.890, while packages received numbered 17,876, decrease 3.064, entries 3,228, increase 57.

Regina: Customs-Excise revenue at the port of Regina, Saskatchewan, for the fiscal year 1939-40, amounted to $2,029.324, made up as follows: import duty $842,118, Excise tax $674,580, Excise duty $511,180, sundry collections $1,447.

Revenue collected at the express branch during the year totalled $32,745, parcels received 8,716, entries 1,444. At the postal branch collections amounted to $22,694, while parcels received numbered 24,029, entries 1,684.

A total of 14,869 Customs entries was received during the year, 1,638 Excise tax entries and 610 Excise duty entries.

Calgary: This Customs-Excise port collected $2.892,188 in Customs-Excise revenue during the fiscal year just ended. This was a net increase of $88,419 compared with 1938-39, due to substantial gains made in Excise duty and Excise tax receipts, the import revenue having declined. Collections in detail for the past fiscal year, showing comparison with the previous year, were: import revenue $1,567,021, decrease $204,246, Excise duty $507,417, increase $136,017, Excise tax $815,339, increase $156,454, sundry collections $2,411, increase $193.

Manifests received during the year numbered 10,651, increase 35, manifests forwarded 401, decrease 35, Customs entries 23,085, decrease 1,585, Excise duty entries 2,086, decrease 146, Excise tax entries 4,462, increase 371.

Edmonton: A statement of Customs-Excise revenue collected at the port of Edmonton, Alberta, during the past fiscal year compared with totals of the previous year gives the following: total revenue $2,369,597, increase $217,796; Customs import duty $949,404, increase $107,263; sales tax on imports $257,409, increase $6,153; Excise tax on imports $15,092, decrease $91,609; Excise tax, domestic, $697,023, increase $90,417; Excise duty $448,966, increase $105,709; sundry collections $1,704, decrease $137.

A total of 17,878 Customs entries was received during the twelve months period, a decrease of 600. Excise tax entries numbered 3,849, increase 8; Excise duty entries 1,066, decrease 123; freight and express manifests 9,808, increase 589.

The Customs postal branch at Edmonton collected $36,079 in duty during the year. This was a decrease of $8,596 compared with 1938-39. Parcels received numbered 71,619, an increase of 4,235. Collections at the express branch amounted to $42,269, a drop of $520, while the number of parcels received totalled 9,655, an increase of 55.

Fort Erie, Ont.: The figures for last season's automobile travel at Fort Erie, May 1 to December 31, do not include the large number of people who commute daily by automobile over the Peace Bridge and ferry between their summer residences here and Buffalo.

Sixty-day touring permits issued for automibiles totalled 164,287. Of these the number issued to tourists from New York State totalled 82,810; to tourists from Ohio 27,439; from Pennsylvania 21,157; from Michigan 22,663. Records for May, June, July, August, and September indicate every State represented. To automobiles bearing other than United States registration plates, permits were issued to those from Alaska, Mexico, Hawaii, Panama Canal Zone, Republic of Panama, Cuba, Bahamas, Philippines, Germany, Belgium, Haiti, Venezuela, and Great Britain.

For the same period, 14,027 tourist outfit reports without deposit, and 478 with deposit, were granted. Canadian cars exported for touring purposes numbered 62,208; 19,400 for more than twenty-four-hour stays and 42,808 for less than that period. Foreign cars entered for touring purposes for forty-eight hours numbered 631,909.

The movement of tourists' automobiles has, of course, occupied the major portion of the time of the staff at Fore Erie during the past season, but the steady increase of commercial shipments via truck transport is requiring more attention each succeeding year.

New Westminster, B.C.: Business handled at the Customs-Excise port of New Westminster, B.C., during the past fiscal year was as follows: revenue from Customs and Excise $1,000,605, made up of—import duties $330,527, Excise tax $399,210, Excise duty $268,764, sundry collections $2,104. At the postal branch $5,290 was collected during the year, 10,043 packages were received and 636 entries. Collections at the express branch amounted to $3,898, while packages received numbered 879 and entries 274.

Export entries in the twelve months' period totalled 7,266, manifests received 7,164, manifests forwarded 14,056. Sea-going vessels arrived numbered 555, departed 533; coasting vessels arrived 2,044, departed 2,084; vessels registered under Canada Shipping Act 23; vessels licensed under Canada Shipping Act 275.

Further statistics covering the work at the outports and preventive stations under the survey of New Westminster for the past fiscal year were as follows: import entries 3,731, export entries 20,732, manifests received 4,436, manifests forwarded 13,756, written and verbal exemptions under Tariff Item 703 (*b*) 17,394, value $382,958; United States automobiles inward 25,313, outward 51,110, Canadian automobiles inward 104,204, outward 101,286, other vehicles inward 12,455, outward 12,460, passengers inward 591,734, outward 531,169.

CHARACTER OF DOMESTIC EXPORTS

With increases being recorded in eight of the nine main commodity groups, Canada's domestic exports advanced in March, 1940, to $82,719,000 from $69,270,000 in March, 1939. The total to the United Kingdom was $40,413,000 compared with $26,076,000 and to the United States $25,581,000 against $24,707,000.

Noteworthy gains were recorded in agricultural and vegetable products and animals and animal products, the former advancing to $18,745,000 from $11,347,000 and the latter to $13,329,000 from $10,157,000. Wheat advanced to $8,141,000 from $3,987,000, vegetables to $908,000 from $340,000, wheat flour to $2,864,000 from $1,110,000, cheese to $1,021,000 from $138,000 and meats to $5,654.000 from $3,385,000. Rubber showed a slight decline to $1,354,000 from $1,374,000.

The wood and paper group increased to $20,543,000 from $18,761,000, paper increasing to $10,707,000 from $10,103,000, planks and boards to $3,743,000 from $3,351,000, and wood pulp to $3,548,000 from $2,514,000. Shingles declined to $567,000 from $914,000 and pulpwood to $367,000 from $387,000.

Non-ferrous metal products were exported to the value of $15,119,000 as against $16,256,000 in March, 1939. Leading items included were nickel valued at $5,122,000 against $4,868,000, copper $4,113,000 against $5,457,000, aluminium $1,845,000 against $2,304,000, lead $713,000 against $1,146,000, and silver $664,000 against $878,000. The non-metallic minerals included asbestos to the value of $1,172,000 against $872,000, coal $171,000 against $131,000, petroleum $12,000 against $7,000, and stone and products $679,000 against $363,000.

The main commodities included in the iron group were automobiles valued at $1,852,000 against $2.517.000, automobile parts $376,000 against $388,000, farm implements $860,000 against $431,000, machinery $735,000 against $1,022,000, hardware and cutlery $387,000 against $172,000, and pigs and ingots $791,000 against $382,000.

Fibres, textiles and products were exported to the value of $1,428,000 compared with $1.220,000, and chemicals and allied products $3,140,000 compared with $2,593,000.

British South Africa was in third place as a purchaser of Canadian commodities in March, aggregating $2,997,684 as against $1,867,489 in March, 1939, followed by Australia at $2,575,754 against $3,309,480, France $1,179,560 against $535,397, Norway $1.156,916 against $662,010, Japan $1,066,299 against $2,338,866, Eire $644,799 against $178,793, and British India $604,913 against $442,138.

Exports to other leading countries were as follows, with figures for March, 1939, in brackets: Brazil, $407,806 ($198,688); Trinidad and Tobago, $367,359 ($357,684); Argentina, $347,251 ($53,827); Newfoundland, $336,072 ($464,575); Straits Settlements, $335,230 ($290,575); Jamaica $310,294 ($471,484); Italy, $270,744 ($155,184); Mexico, $254,658 ($290,595); Sweden, $136,678 ($742,899); Netherlands, $87,989 ($381,183).

QUESTION BOX AND LETTER BAG

Prospects for Busy Season

G. C. Gardner, Collector at Niagara Falls, writes:—

With the arrival of spring, the thoughts of those at border ports turn to tourist traffic and ways and means of handling expeditiously and efficiently the great army of vacationists which will enter and leave our country during the next few months. Due to the war, one hears stories being circulated in the United States that many annoyances and inconveniences are met with while visiting Canada, but this propaganda is being met with strong denial and travellers are told they will be welcome in this country, and will experience a minimum of inconvenience.

It is reasonable to believe that the tourist traffic this year will be very heavy; first, because citizens of the United States will have little desire to travel in European countries and a large percentage of these tourists will no doubt visit Canada, secondly, the purchasing power of United States money in Canada should act as a strong inducement for tourists to come here, stay longer, and spend more.

To take care of the expected heavy traffic this year, thirty-two officers will be necessary at the Whirlpool Rapids bridge on weekdays, this number being augmented on Sundays and holidays. Thirteen officers will be required at Queenston bridge with additional help on weekends and holidays, and two officers will be required at Niagara-on-the-Lake for the duration of the navigation season, at which point it is proposed to operate a sixteen-hour ferry service between that point and Youngstown, N.Y.

A Matter of Forms

G. W. King, Cashier and Computing Clerk at Cobourg, writes:—

Re Circular of April 5th on revised B-1. When these B-1's were printed, if the blocks of the heading had been placed in different position it would eliminate the difficulty in reading the name of the importers. The form could have read as follows:—

B-1 CUSTOMS AND EXCISE
Place Date Report No.

ENTRY FOR HOME CONSUMPTION
Imported by ....Entry No.
From etc.

This spaced out would bring the name of the firm and origin, etc., of the goods in the middle of the top of the form, so that, when entries are brought in, the public could still pin the invoices C-1, etc., at the top, and when they are tied up for the Department at Ottawa the name would not have to be tied down in the corner.

Entries with the invoices attached are given to the cashiers and of course they are attached to the corner covering the name of the importer, and cause a lot of delay in getting the names into the cash book.

Which by the way brings up the question of why put the names in the cash book when they are recorded in the Importers and Exporters index. A number would be enough for the cash book the same as for sales tax.

Editor's Note.—Comments on these suggestions are invited.

JUST AMONG OURSELVES

APRIL-MAY

ADDITIONS

NOVA SCOTIA

HALIFAX: Thomas LeBlanc, Customs Excise Clerk.

QUEBEC

HULL: Herman Genois, Clerk, Grade 2.

QUEBEC: J. A. A. Lemay, Clerk, Grade 1.

QUEBEC (Rivière du Loup): J. D'Amours, Customs Excise Examiner, Grade 1.

ADMINISTRATIVE

J. A. J. P. Boyer, Office Boy; R. L. Conway, Clerk, Grade 1; M. C. Laviolette, Stenographer, Grade 1; Rosario Laviolette, Clerk, Grade 1; A. W. Peterson, Stenographer, Grade 1.

AUDIT

QUEBEC

MONTREAL: J. H. L. Boucher, Clerk, Grade 1; Juliette Paradis, Typist, Grade 1.

ALBERTA

CALGARY: Betty Malcolm, Stenographer, Grade 1.

DEDUCTIONS

QUEBEC

MONTREAL: J. R. A. Senecal, Customs Express or Postal Superintendent (Deceased).

QUEBEC: T. J. Fuller, Senior Customs Excise Clerk (Retired).

ONTARIO

LONDON: J. R. McCoubrey, Customs Excise Examiner (Resigned).

MANITOBA

WINNIPEG: W. J. Horner, Express and Postal Computing Clerk (Deceased).

SASKATCHEWAN

REGINA: Albert Nelson, Customs Truckman (Resigned).

ALBERTA

CALGARY: J. W. Hancox, Senior Customs Excise Clerk (Retired).

BRITISH COLUMBIA

VANCOUVER: W. R. Lowry, Customs Excise Examiner (Deceased).

ADMINISTRATIVE

G. M. Coxall, Stenographer, Grade 1 (Resigned); M. J. Rice, Stenographer, Grade 2 (Resigned); Beatrice Shotton, Stenographer, Grade 1 (Resigned); M. R. Whitmarsh, Stenographer, Grade 1 (Resigned).

AUDIT

QUEBEC

MONTREAL: M. R. C. A. Phaneuf, Stenographer, Grade 2 (Resigned).

OTTAWA: H. M. Galloway, Stenographer, Grade 1 (Resigned).

PROMOTIONS

NOVA SCOTIA

LIVERPOOL: G. W. Freeman, from Customs Excise Examiner to Collector of Customs and Excise, Grade 1 Port (Registrar of Shipping).

QUEBEC

MONTREAL: J. H. G. Bousquet, from Office Boy to Clerk, Grade 1; Jack Chernin, from Office Boy to Clerk, Grade 1; J. E. J. P. Blain, from Office Boy to Clerk, Grade 1; L. J. F. R. Danis, from Office Boy to Clerk, Grade 1; J. M. R. Gauthier, from Office Boy to Clerk, Grade 1; J. L. M. Guenette, from Office Boy to Clerk, Grade 1; W. A. L. Laurin, from Office Boy to Clerk, Grade 1; J. F. A. B. Legault, from Office Boy to Clerk, Grade 1; N. M. MacLeod, from Office Boy to Clerk, Grade 1; J. J. A. L. Mathieu, from Office Boy to Clerk, Grade 1; J. H. Pelletier, from Office Boy to Clerk, Grade 1; J. C. E. M. Roch, from Office Boy to Clerk, Grade 1; C. H. Taylor, from Office Boy to Clerk, Grade 1.

ONTARIO

HAMILTON: H. J. Kirkpatrick, from Principal Clerk to Special Exciseman, Grade 3.

LONDON: N. F. Phelan, Clerk, Grade 1, to Customs Excise Examiner.

OTTAWA: D. V. Paterson, from Office Boy to Clerk, Grade 1.

TORONTO: B. Searle, from Customs Excise Examiner to Cashier and Computing Clerk.

ALBERTA

EDMONTON: J. W. Duke, from Customs Appraiser, Grade 1, to Customs Appraiser, Grade 2.

ADMINISTRATIVE

R. C. Godding, from Office Boy to Clerk, Grade 1.

UNDERVALUATION

TORONTO: M. E. T. McAndrew, from Clerk, Grade 1, to Customs Excise Clerk.

COMPARATIVE STATEMENT OF CUSTOMS AND EXCISE REVENUE RECEIVED DURING THE MONTH OF APRIL, 1939 AND 1940

—	1939	1940	Increase	Decrease
	$ c.	$ c.	$ c.	$ c.
Customs Duties	5,877,209 62	9,523,760 52		
Less Refunds and Drawbacks	802,728 86	980,561 24		
Net	5,074,480 76	8,543,199 28	3,468,718 52	....
Excise Taxes	5,302,320 46	7,264,095 31		
Less Refunds and Drawbacks	329,791 59	296,167 94		
Net	4,972,528 87	6,967,927 37	1,995,398 50	....
Excise Duties	3,895,017 47	6,652,926 52		
Less Refunds and Drawbacks	7,474 45	37,400 76		
Net	3,887,543 02	6,615,525 76	2,727,982 74	....
Sundry Collections	37,666 93	46,287 96		
Less Refunds	2 50	15 00		
Net	37,664 43	46,272 96	8,608 53	....
Net Totals	13,972,217 08	22,172,925 37	8,200,708 29	....
Net Increase	....	....	8,200,708 29	....

COMPARATIVE STATEMENT OF INCOME TAX REVENUE RECEIVED DURING THE MONTH OF APRIL, 1939 AND APRIL, 1940

—	1939	1940	Increase	Decrease
	$ c.	$ c.	$ c.	$ c.
Net Collections	15,179,272 71	17,078,779 19	1,899,506 48	....

INCOME TAX COLLECTIONS BY DISTRICTS

Comparative statement of net collections by districts received during the month of April of the fiscal years 1939-40 and 1940-41. (Decrease marked*.)

Districts	1939-40	1940-41	Increase or Decrease
Charlottetown	61,086 72	101,828 84	40,742 12
Halifax	189,281 82	404,480 02	215,198 20
Saint John	228,312 27	281,383 78	53,071 51
Quebec	167,261 84	239,295 25	72,033 41
Montreal	3,394,531 55	4,790,579 21	1,396,047 66
Ottawa	1,133,631 99	1,049,048 96	*84,583 03
Kingston	62,071 39	90,715 35	28,643 96
Belleville	105,091 21	181,237 73	76,146 52
Toronto	5,638,223 02	4,856,112 80	*782,110 22
Hamilton	1,390,432 39	1,472,761 56	82,329 17
London	1,482,056 55	1,288,490 45	*193,566 10
Fort William	57,394 19	103,764 52	46,370 33
Winnipeg	299,163 13	915,633 91	616,470 78
Regina	68,993 86	61,605 56	*7,388 30
Saskatoon	37,703 90	70,485 65	32,781 75
Calgary	135,358 29	185,642 78	50,284 49
Edmonton	62,794 27	124,652 86	61,858 59
Vancouver	658,828 89	856,404 06	197,575 17
Yukon	7,055 43	4,655 90	*2,399 43
Total	15,179,272 71	17,078,779 19	1,899,506 48

The
National Revenue Review

In this Issue

NEW OUTGOING TOURIST PERMIT ISSUED

CANADA'S TOURIST TRADE LAST YEAR

FACTS AND FIGURES REGARDING TRADE

DEPARTMENTAL RULINGS, INCOME TAX COLLECTIONS BY DISTRICTS, REVENUE TABLE, STAFF NOTES AND CHANGES

June, 1940

Vol. XIII

No. 9

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The National Revenue Review

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J. Sydney Roe, Editor

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From the River Bed

MANY strange things may be dredged up from the bottoms of deep, dark rivers, but never surely anything more surprising than the neatly packed case of "movie" film brought to the surface from the channel of the Fraser River recently by a government dredge engaged in digging the channel at the Pacific Coast Terminals Dock, New Westminster, B.C. When opened the case was found to contain a two-reel film of an English electric trolley bus system. The accompanying barely decipherable invoice bore a London address and was addressed to a person in Buenos Aires, Argentina. It was dated August 26, 1932.

The film, 1,839 feet in length, was valued at £23-18-1d. It was turned over to the Customs Collector at New Westminster.

A Shred of Evidence

"A SHRED of evidence" is a figurative expression commonly heard in courts of law, but an Alberta magistrate recently had to accept evidence in an Excise case in which this phrase had to be taken in a literal sense.

Members of the R.C.M. Police, investigating a report that a farmer of Ukrainian origin was manufacturing illicit spirits, arrived at the farm to observe the suspected person running away at top speed clutching something to his chest. One of the constables overtook him but was too late to prevent the destruction of a gallon glass jug. However, the liquid contents, in escaping, saturated one side of the fugitive's overalls. The constable quickly secured the garment, cut out the saturated portion and sealed it in a container.

From this portion, an analyst was able to determine the nature of the spilled liquid, and his certificate, together with the shred of overalls, was produced as evidence in court resulting in the recording of a conviction against the farmer.

He Got the True Facts

HERE is a timely story sent to the *Editor* by the Collector of Customs at Fort Erie, Ontario: A passenger on an incoming railway train en route to Toronto, declared to an examing officer a quantity of clothing he was importing, upon which the duty and taxes aggregated approximately eleven dollars. In payment the importer tendered two ten-dollar United States currency notes. Having completed the necessary documents, the officer returned to the importer a receipt for the charges, together with sufficient Canadian currency to cover the change due the importer and two dollars representing the exchange on the twenty dollars United States funds at ten per cent.

Having counted this amount, the passenger informed the officer that he had tendered him an excess of two dollars in change. The officer explained that the two dollars was the exchange premium on the twenty dollars of United States funds, computed at ten per cent which was the current rate established by the Foreign Exchange Control Board. The passenger expressed considerable surprise at receiving this consideration.

It developed that the importer was a resident of the State of Idaho, engaged in the publishing business and is editor of a daily newspaper with state-wide circulation. This experience of exchange was a surprise to him, as he had been led to believe, and, in fact, had published statements to the effect in his newspaper, that certain difficulties could be expected to be experienced owing to war conditions by any traveller entering Canada with any goods, personal effects or currency.

The officer explained that, contrary to adverse unfriendly misinformation, travellers and tourists from the United States could expect, as in the past, every courtesy and consideration when entering Canada, and there had been no curtailment of any privileges formerly allowed. The traveller expressed his appreciation of the officer's responses to his inquiries, and informed him that it was his intention, when he returned to Idaho, to bring the true facts of the situation before his readers, and attempt, in some measure, to correct the unfavourable impression that may have been created in respect to tourists and other travellers entering Canada.

A New Tourist Permit Form

IN order to facilitate the movement of tourists and to expedite the handling of thousands of automobiles at border points, a new permit form, known as E-60, has been approved by Hon. J. L. Ilsley, and issued by the Department of National Revenue to its Collectors governing the exit and entry of Canadian automobiles. This form replaces the old forms in use for years, known as C12 and C12 Special. The new form E-60 is issued in the form of a small two-leaved card, the exact size of a motor vehicle permit, and contains space for certain information to be supplied by the Canadian tourist responsible, as to make of car, year and serial number and whether or not the automobile contains a heater, radio, spotlight, seat covers or other extra equipment. The card must be dated and signed by the tourist who also fills in his home address. A Customs Verification Stamp is applied, together with his signature, by the Customs-Excise officer who examines the car. Unlike the former C12, the E-60 card is retained by the Canadian motorist, and is carefully checked by a Customs officer, each time of exit from or entry into Canada, for any changes in the car's equipment, etc.

If additional equipment is installed and when Provincial Motor Vehicle Permit expires, a new Identification Form E-60 is required.

Accompanying Form E-60 is a slip of paper known as Form E-60A containing three questions which returning Canadians are requested to answer for the use of the Dominion Bureau of Statistics in estimating total tourist and travel expenditures. The questions are: 1. Number of persons in your car *including driver;* 2. Length of stay in the United States; 3. Approximate total amount spent in the United States on this visit by you *and those in your car* for *all* purposes (examples: gas, oil, repairs, lodging, food, beverages, merchandise, amusements, etc.); Total $ .... Indicate whether Canadian or United States dollars.

This information is required for statistical purposes only and no signature is necessary.

In order to ascertain the amount of money spent in Canada by United States and other tourists visiting the Dominion, a similar questionnaire is also presented to them. The sale of services and commodities to visiting tourists has become one of Canada's chief national industries. Most of this trade is, of course, between Canada and the United States, more people crossing that border than move over any other international boundary in the world.

Because of the length of Canada's frontier and consequent wide diffusion of the tourist trade, it is a matter of great difficulty to establish the amounts spent by visitors in Canada, and by Canadians in other countries. Yet estimates must be made, and it is a matter of great importance that these be as accurate as it is possible to make them.

For example, Canada's net receipts of foreign exchange on international tourist account have been a substantial factor in enabling her to pay interest and principal on her foreign debt. The amount of these receipts is, therefore, a matter of direct interest to foreign investors. The existence of accurate estimates of tourist expenditures, compiled on the basis of adequate data, can be an important help in maintaining Canada's high credit rating abroad.

In time of war the need for accurate tourist statistics becomes particularly urgent. The Empire's supply of foreign exchange, and in particular its supply of United States dollars, is one of its most potent weapons against the enemy. An adequate supply of United States dollars enables us to draw upon the vast industrial capacity of that country for war production. It is obvious that accurate knowledge of what supplies are currently accruing, and of what are likely to accrue in the near future, is of great importance. One of the Empire's largest single sources of foreign exchange is Canada's tourist trade.

Welcome Visitors

OVER two hundred thousand welcome visitors entered this country by automobile from the United States and other countries during the month of April last, according to figures furnished the Department by its Collectors and sub-Collectors. Of the total entered 43,198 cars were cleared under 60-day touring permit, while 170 cars were entered for periods over 60 days but not exceeding 6 months, 2,188 cars were entered for purposes other than touring, and 155,449 cars were admitted for stays of 48 hours or less. The total number of cars entered in April was 201,005 as against 227,697 entered in April, 1939, a difference of 26,692.

Well over half the total number of 60-day touring permits was issued in Ontario, which is credited with 26,276. These permits were issued principally at the following four points: Windsor 10,973, Fort Erie 7,003, Niagara Falls 4,324, and Sarnia 2,165. The first three places named led all other points in Canada in the number of 60-day tourist permits handled. Sarnia also cleared 61 cars for periods up to six months, and Windsor 365 cars for purposes other than touring. Windsor also held first place in Canada in the number of United States cars entered for stays of 48 hours or less with a total of 40,938, with Fort Erie in second place with 24,006 and Niagara Falls in third place with 22,835. The total number to enter the province for short stays was 95,669.

Quebec province issued 6,973 sixty-day touring permits, the busiest points being Lacolle with a total of 1,899 such permits issued, and Phillipsburg with 1,816, while Rock Island led in the number of cars entered for stays of 48 hours or less, with a total of 4,191. In all 12,705 cars entered the province for periods of 48 hours or less, while 848 cars entered for purposes other than touring. The busiest points in British Columbia, which province issued 6,069 sixty-day touring permits during April, were: Pacific Highway, where 2,548 such permits were issued and Douglas, where 1,283 were given out. While New Brunswick was fourth amongst the provinces as regards the number of sixty-days touring permits issued, which totalled 3,136, it had the second largest number of cars entered for short stays, totalling 39,592. At St. Stephen alone 22,755 United States cars were entered for periods of 48 hours or less. Totals for the remaining provinces were as follows: Manitoba—cars entered for 60 days 431, for short stays 2,395; Alberta—for 60 days 175, for short stays 592; Saskatchewan—for 60 days 132, for short stays, 802; Nova Scotia—for 60 days, 6, for short stays nil.

Forty-five automobiles, from countries other than the United States, were entered during April under 60-day touring permits. One car was entered from distant Australia, 3 from the Philippine Islands and 24 from Hawaii. Other countries represented were: Panama, Mexico and Alaska by 4 cars each, the United Kingdom 2, British Guiana, Salvador and Newfoundland one each.

The largest number of cars from any one state of the Union entered under 60-day touring permit came from the bordering state of New York, totalling 12,431. Other states well represented were: Michigan with a total of 11,551, Washington 5,155, Maine 3,102, Vermont 2,685, Massachusetts 1,055, Ohio 995, California 901, Illinois 864. The southern state of Florida was represented by 147 cars, Alabama by 22, Mississippi 16, Louisiana 18, Texas 100, New Mexico 15, Arizona 23.

Cars were entered during April from every state in the Union.

More Canadians for the South

OVER fifteen thousand more Canadian automobiles reported outward for touring purposes during April, 1940, than in the same month a year ago, totals for the respective months being 70,420 and 54,932, a difference of 15,488. Of the total number of Canadian cars reported outward in April this year 16,769 were cleared under touring permits for periods of 48 hours or more, the remainder, 53,651, being cleared for short stays of two days or less.

A classification, according to provinces, of Canadian cars outward for extended stays of over 48 hours, gives the following: Ontario 6,775 cars, British Columbia 4,821, Quebec 3,600, Manitoba 608, New Brunswick 447, Saskatchewan 271, Alberta 237, Nova Scotia 10.

The busiest point of exit in the Dominion during April for Canadian automobiles was Windsor where 2,411 cars were cleared outward for extended stays. Pacific Highway, B.C., cleared the second largest number, viz., 1,963, followed by Niagara Falls with 1,378, and Fort Erie with 1,121. Other busy points of exit for this type of tourist traffic were: Trout River, Que., 1,095; Lacolle, Que., 833; Huntingdon, B.C., 813; Phillipsburg, Que., 793; Sarnia, Ont., 716; Emerson, Man., 550; Rock Island, Que., 547; Paterson, B.C., 365; Lansdowne, Ont., 322; Osoyoos, B.C., 309; Kingsgate, B.C. 304.

A Hundred Dollars Exemption

CANADIAN tourists returning from abroad are bringing in less goods free of duty under the one hundred dollars exemption clause provided in the Customs Tariff than in the days before the war. During the four months period from January 1 to April 30, 1940, this duty-free " baggage " was valued at $1,915,748 as against $2,317,484 for the same period of 1939, a decline of $401,736. Goods brought in free from the United States alone during the respective periods were valued at $1,898,867 and $2,211,338, a decrease of $312,471. Clothing brought in from all countries during the first four months this year was valued at $949,141, of which amount $942,115 was from the United States. The second largest item was furniture and household appliances amounting to $235,912, of which $233,356 was from the States. Other items were almost entirely from the United States. For instance boot and shoe imports amounted in all to $187,216 of which $186,554 came from across the line, and radios totalling in value $132,794, all came from the States with the exception of $329 worth. Automobile tires and tubes and automobile accessories brought in totalled $20,093 and $15,273 respectively. These all came from the United States. All other articles brought in free as travellers baggage were classified as miscellaneous commodities and were valued at $375,319. Of this amount $369,011 came from across the border.

During April, imports from all countries under this tariff item totalled in value $807,635, a decrease of $121,793 compared with April last year. Imports from the United States alone amounted to $803,609. Totals in detail for April last, showing values brought in from all countries, with totals from the United States in brackets, were: clothing $430,264 ($428,163); furniture and household appliances $89,300 ($88,918); boots and shoes $86,368 ($86,126); radios $47,714 ($47,667); automobile tires and tubes $8,119 ($8,119); automobile accessories $4,837 ($4,837); miscellaneous commodities $141,033 ($139,779). Compared with April last year these totals all show decreases with the exception of imports of furniture and household appliances which increased by $4,229.

Departmental Rulings

AUTOMATIC Rivet Setting Machines, Style No. 123, manufactured by Judson L. Thomson Mfg. Company, Waltham, Mass., at the present time is held to be of a class or kind made in Canada and dutiable at 25 per cent ad valorem, item 427, under the Canada-United States Trade Agreement.

Letter Openers and Envelope Sealers, hand and power operated, manufactured by the Multipost Company, Rochester, N.Y., at the present time are held to be of a class or kind not made in Canada and admissible at 10 per cent ad valorem, item 427a, under the Canada-United States Trade Agreement. Motors—item 445g.

" Larmuth " Patent High Speed Wire Rope Closing Machine, seven bobbin, manufactured by Larmuth & Bulmer Limited, Lancashire, England, at the present time is held to be of a class or kind not made in Canada and admissible free of duty under tariff item 427a, British Preferential Tariff. Motor—item 445g.

Model " A " Sole Laying Machine, manufactured by the United Shoe Machinery Co., Beverly, Mass., at the present time is held to be of a class or kind not made in Canada and admissible at 10 per cent ad valorem, item 427a, under the Canada-United States Trade Agreement. Motor—item 445g.

" Hawker " Dowel Machine, No. 2, manufactured by W. S. Hawker Mfg. Co., Dayton, Ohio. at the present time is held to be of a class or kind made in Canada and dutiable at 25 per cent ad valorem, item 427, under the Canada-United States Trade Agreement.

" Diamond " Hog Machine, manufactured by the Diamond Iron Works Inc., Minneapolis, Minn., designed for use in meat packing plants, for cutting up meats, green bones, cattle heads, etc., at the present time is held to be of a class or kind made in Canada and dutiable at 25 per cent ad valorem, item 427, under the Canada-United States Trade Agreement.

" Beattie " Patent Collar Point Forming Machine, foot power operated, manufactured by the Beattie Manufacturing Co., Cohoes, N.Y., at the present time is held to be of a class or kind not made in Canada and admissible at 10 per cent ad valorem, item 427a, under the Canada-United States Trade Agreement.

From information before the Department, material described as Nopco XX Vitamin Concentrate from the National Oil Products Co., Harrison, N.J., at the present time is different in composition from similarly described material ruled by the Tariff Board under item 265b in Appraisers' Bulletin 4476. Effective on and after 26th April, 1940, this material is held to be dutiable under item 265a.

Baby Closet or Toilet Seats are rated under tariff item 289.

Air Passengers Increased

A NOTABLE feature of the International air traffic through the Customs Air Harbour, St. Hubert, Quebec, during April last, was the increase in the number of passengers carried compared with that month a year ago, totals for the respective months being 2,367 and 1,027, an increase of 1,340. The number of aeroplanes inward and outward was 254, increase 18, while pieces of baggage carried totalled 3,045, increase 1,779.

Totals in detail for April, 1940, showing comparison with April, 1939, were as follows: aeroplanes inward 128, increase 11, outward 126, increase 7; passengers inward 1,133, increase 654, outward 1,234, increase 686; pieces of baggage inward 1,484, increase 880, outward 1,561, increase 899; express parcels inward 82, increase 24, outward 22, increase 1; bags of mail inward 471, increase 123, weight 3,799 pounds, increase 1,484, outward 577, increase 225, weight 3,479 pounds, increase 1,107.

The value of importations during April was $13,366 compared with $4,021 imported during April last year. Seventeen flights inward and 14 outward were cancelled during the month owing to weather conditions. This compares with 29 inward and 24 outward cancelled during the same month a year ago.

Regarding Firearms and Ammunition

REFERRING to the second paragraph of the note to subsection (*b*) of Section 1 of Memorandum Series D No. 12, Collectors are advised that until further instructed, firearms, including guns and rifles, are not to be admitted under permit as part of tourist outfit (Form E-29 or Form E-50 as the case may be) for touring purposes.

Consequently the words "guns, rifles (not including revolvers or pistols)" should be deleted where they occur in section (*a*) of Section 1 referred to.

The reference to ammunition in the first paragraph of the note of section (*b*) is also to be deleted, and this article is not to be included in any permit for touring purposes.

Firearms and ammunition must on no account be admitted as traveller's samples.

Collectors Advised

EXTENSION of time for ex-warehousing imported raw leaf tobacco. By Order in Council (P.C. 30/1570), dated April 19, 1940, authority was granted, under the provisions of subsection (*h*) of Section 284 of the Customs Act, that the time for clearing imported raw leaf tobacco entered in bonded warehouse and remaining there two years may be extended by the Minister of National Revenue for a further period not exceeding one year, if duty be paid and entry be made for any deficiency found in the contents of the packages as originally warehoused.

Collectors are hereby advised that the Minister has ordered that Collectors of Customs may grant an extension in the time for the clearing of raw leaf tobacco, on condition that duty be paid on any deficiency found in the contents of the packages as originally warehoused.

Marking of Imported Goods

REFERRING to Supplements Nos. 3 and 7, to Memorandum Series D No. 1, Revised 1939, Collectors are advised that the regulation under Section 35, relative to the marking of hand tools; bits and drills; hinges, hasps, door bolts and butt hinges of steel, brass or bronze, are superseded and the following regulations substituted therefor:—

REGULATIONS: (*a*) Hand tools, including files 2½ inches and longer, except broach files: The indication of the country of origin must be effected by being etched, die-stamped or otherwise impressed upon the surface of each article in a conspicuous position.

(*b*) Files, less than 2½ inches in length, and broach files of all sizes: The indication of the country of origin may be effected on the first or immediate container in which imported.

(*c*) Bits and drills ⅛ inch and over in diameter: The indication of the country of origin must be effected by being etched, die-stamped or otherwise impressed upon the surface of each article in a conspicuous position.

(*d*) Bits and drills less than ⅛ inch in diameter: The indication of the country of origin may be effected on the first or immediate container in which imported.

(*e*) Hinges, hasps and door bolts: The indication of the country of origin must be effected by being etched, die-stamped or otherwise impressed on each article.

Production of Automobiles

PRODUCTION of automobiles in April, 1940, totalled 19,687 units compared with 16,612 in March and 16,891 in April, 1939. The output in April this year included 13,487 passenger cars and 6,200 commercial vehicles; of these totals 12,332 passenger cars and 4,496 trucks were made for sale in Canada with the remainder in each case being intended for export.

The Maple Sugar Industry Act

THE instructions contained in Memorandum Series D No. 98 are cancelled, the regulations of the Department of Agriculture having been amended as from the 13th April, 1940.

Section 8 of the amended regulations now provides as follows:—

(*a*) Export shipments to the United States of America of maple products in excess of six gallons of maple syrup or 50 pounds of maple sugar shall be accompanied by a "Certificate of Analysis" in the form prescribed in these regulations and signed by a qualified chemist;

(*b*) Collectors of Customs and Excise shall not permit any shipment to be exported to the United States of America unless it is accompanied by such Certificate of Analysis; provided that carlot shipments of maple products may be so exported if, in lieu of a completed Certificate of Analysis, there is attached thereto or endorsed thereon a signed statement of the importer that the shipment is to be deleaded in his own premises;

(*c*) One copy of the Certificate of Analysis if completed, or having the importer's endorsation thereon or attached thereto, shall be attached to the consular invoice, and a copy shall accompany the shipping documents and be detached by or surrendered to the Collector of Customs and Excise at the Canadian frontier port of exit to be attached to the Departmental copy of Form B.13 (or export Licence Form B, when used.)

The Department of Agriculture have been informed that on shipments valued at less than $100, the consular invoice is not necessary, and if such is not included with the shipping papers it would be impossible to comply with the terms of the regulation. Collectors are instructed, therefore, that on shipments valued at less than $100 one copy of the analytical certificate will be attached to Form B. 13 (or Export Licence Form B, when used), and one copy to the way bill.

Regarding Refunds

COLLECTORS of Customs and Excise were instructed by official memorandum on April 26, 1940, as follows:—

Regulation respecting payment of refunds of Customs duty and sales tax, when authorized by the Minister of National Revenue under the Order in Council in Memorandum WM No. 20.

The said Order in Council provides that no remission or refund of Customs duty or sales tax shall be granted thereunder unless and until it is established to the satisfaction of the Minister of National Revenue that the government or governments concerned will receive the benefit thereof.

In cases where Customs duty and/or sales tax has been paid and the Minister ruled that a refund is in order, such refund shall be paid direct to the government or governments concerned through the Minister of Munitions and Supply, to which end the application for refund is to be prepared on Department of National Revenue Form W.M. Q1 (1940), by the importer in the case of imported goods, or by the contractor in the case of goods of domestic production, and the form of assignment on the back of Form W.M. Q1 (1940) shall be duly completed by such importer or contractor.

This supersedes the instructions in paragraphs four and five in "Procedure," in Supplement No. 2 to Memorandum WM No. 20.

Excise Duty Collections

COMPARATIVE statement of excise duty collections, in Canada, during the months of April, 1939, and April, 1940:—

April, 1940, spirits, matured, $1,583,113; April, 1939, $681,508. April, 1940, spirits, unmatured, $156,472; April, 1939, $63,398. April, 1940, validation fee, $60,912; April, 1939, $16,945. April, 1940, malt, $1,544,843; April, 1939, $783,954. April, 1940, beer, $31,858; April, 1939, $16,781. April, 1940, malt syrup, $6,218; April, 1939, $8,272. April, 1940, cigars, $40,266; April, 1939, $29,248. April, 1940, cigarettes, $3,307,909; April, 1939, $2,238,501. April, 1940, manufactured tobacco, $695,491; April, 1939, $480,406. April, 1940, licences, $9,354; April, 1939, $10,752. April, 1940, total, $7,436,441; April, 1939, $4,329,769.

Comparative statement of tobaccos, cigarettes, and cigars entered for consumption, in Canada, during the months of April, 1939, and April, 1940.

April, 1940, tobacco, cut, 2,310,529 pounds; April, 1939, 1,933,372 pounds. April, 1940, tobacco plug, 301,415 pounds; April, 1939, 252,582 pounds. April, 1940, tobacco, snuff, 64,620 pounds, April, 1939, 60,804 pounds. April, 1940, cigarettes, number 648,732,357; April, 1939, number 516,363,953. April, 1940, cigars, number 13,628,447; April, 1939, number 8,385,570.

Regarding Stage Properties

PARAGRAPH (4) of Memorandum Series D No. 22, is superseded and replaced by the following:—

STAGE PROPERTIES: 4. Theatrical scenery and stage properties (including trained animals), owned or leased and imported by foreign producing companies or by proprietors of foreign vaudeville acts, to be used in Canada by regular performers thereof and not by any other person, or for sale or rental in Canada, may be admitted without payment of duty and taxes, provided a report is made on Form E-29, and a cash deposit in a sum equivalent to the duty and taxes ordinarily payable thereon is furnished to the Collector of Customs and Excise. If the articles are exported under Customs supervision within six months from the time of entry, the deposit will be subject to refund; otherwise, it will be taken to account as duty and taxes.

Problems of Other Years

THE strict regulation of the liquor traffic, especially in its relation to the Indians, and the establishment of a Customs tariff, were the most urgent problems before the Governor and Council of Assiniboia when it met on February 12, 1835. The little Red River colony was in dire need of funds and the first resolution adopted by the Council was to establish a tariff placing a duty of 7½ per cent on both imports and exports. On all goods arriving from England, excepting clothing, books and used personal baggage, duty was to be collected at Fort York.

As this rate of duty, however, was regarded as excessive by the Governor and Committee of the Hudson's Bay Company in London, England, the Red River authorities immediately lowered it to 5 per cent and in the following year to 4 per cent. An extensive free list was also established.

The regulation of the sale of spirituous liquors was not so readily achieved. Domestic and foreign spirits were far too easily obtainable both by whites and Indians and grave concern was felt. As a beginning the Council imposed a Customs duty of three shillings a gallon and 4 per cent on liquor from the United States. On domestic spirits a tax of two shillings a gallon was imposed. But little was accomplished. Liquor continued to flow northward across the border almost unabated, until finally, on November 18 of the same year, the Council issued orders that spirituous liquors from the United States were from that date to be prohibited.

However, even these laws proved of no avail and soon urgent petitions began to pour into the Council demanding more stringent enforcement or, as some petitioners compromised, "if it cannot be stopped, that it may be taxed the highest."

The Council decided finally to adopt a new policy. A British preference on spirits was established, and obstructions to the flow of liquor from across the United States border were made merely nominal. In an explanatory statement issued to the public, March 14, 1861, the Council wrote:—

> The Governor and Council in imposing differential duties on the importation of wine and spirits contemplate solely the mitigation of an evil. The wines and spirits as now obtained from the United States are complained of as profuse in quantity and deleterious in quality. The importation from the British Dominions has not yet incurred similar objections. To abolish the consumption of spirits is unattainable. The minor benefit is to moderate its quantity and to protect against the evil of adulteration. This can only be attempted by imposing a heavy duty upon impure admixtures and admitting approved manufactures at the old accustomed rate. The public must know that the tax falls upon the buyer and not on the vendor. It may add to the expenses of housekeeping and the sick chamber, but it will not enhance the profit of the importer.
>
> The native manufacture is not inferior to the importation from the United States, and is therefore so far worthy of protection. When the native manufacture shall be meet to supply by its quantity and quality the wants of the country, it will be imperative on the Government to protect, by heavy duties, local production against all foreign competition. Until then legislation can only tend to protect public health and, if possible, public morality, by making it most profitable to import of wine and spirits only what is genuine, and to exclude what is adulterated.

Some years prior to this, drastic laws had been enacted by the Council which forbade "any person without distinction of race to supply or sell to any person popularly known as an Indian, or to any member of an Indian nation, the means of intoxication." The schedule of fines drawn up exacted a payment of two pounds for furnishing any brewing utensils, the fine to go to the informer; three pounds for furnishing malt, the fine to go to the informer; five pounds for furnishing beer or any fermented liquor, the fine to go to the informer; ten pounds for furnishing distilled spirits or any immediate cause of intoxication other than fermented liquors, half the fine to go to the informer. In every case the offender after conviction was to be imprisoned until the fine was paid.

In addition to these fines the offender was to make restitution to the Indian of all the equivalent which he may have received, if any, for such furnishing.

The new laws also provided that if an intoxicated Indian committed or threatened to commit any unprovoked violence, he could be imprisoned in addition to any specified punishment, until he agreed to prosecute the person who had been guilty in supplying the Indian illegally. Also, if any person was found to possess malt, beer, intoxicating spirits or any of the specified means of intoxication, in the society or tent of an Indian, he was to be held as guilty of furnishing these means of intoxication to Indians.

Canada's Imports in March

A FURTHER substantial increase was recorded in the value of Canada's imports in March when the total was $76,734,000 compared with $58,381,000 a year ago. Particularly noteworthy gains were shown in the imports of rubber, sugar, furs, cotton, flax, hemp and jute, wool, machinery, plates and sheets, automobile parts, farm implements and machinery and tin. Fresh fruits and crude petroleum were amongst the commodities to decline

HERE AND THERE

The Inspector of Income Tax, Toronto, advises that under date of May 3, a plain sealed envelope, addressed "Inspector of Income Tax, 1 Front Street, Toronto," was dropped in his letter box. The envelope was found to contain 2 five dollar bills, 1 one dollar bill and fifty cents in silver, or a total of $11.50, together with a plain card bearing the words "Income Tax, Conscience Money, $11.50." The amount has been placed to the credit of "Unknown Taxpayer" in the usual way.

Under the caption *Camouflage* the following appeared in the April number of the " Royal Canadian Mounted Police Quarterly ":

A review of the more important seizures of illicit distilling plants during the past few years proves one thing. The distillers are men of wide and varied occupations. At least they presume to be. Consider the "trade names" used as fronts.

One of the most unusual set-ups concerns a recent case. A large still was installed in a "casket factory." Whether the slogan "dead men tell no tales " inspired those responsible is not known. But it was quite an undertaking and the offenders laid themselves open to grave charges.

Another exceptionally large still with equipment valued at $50,000 and capable of producing over 500 gallons of spirits daily, was installed in a doll factory. It is true that the search party found a work bench and a few cents worth of accessories for repairing toys. But the volume of business along these lines scarcely justified the trade name of "The Novelty Toy and Specialty Co." across the front of the building.

But here's one that takes the cake. A large still was uncovered in a shop styled as a dispensary of "Mothers Tasty Pies." One newspaper suggested that the legend was justified since a visitor to the premises might leave "pie-eyed."

An enterprising group in another centre operated a similar plant under the title "Dominion Oil Reclaiming Co." The same reasoning applied by the local press to the previous case would seem to justify this trade name also: there were ample facilities for becoming "well oiled."

Other operators installed their still in a chocolate factory. In this case the distilling of spirits and the manufacture of chocolates were actually carried on simultaneously. The search party encountered the conflicting odours of fermenting mash and the more pleasant aromas from the chocolate division of the factory.

Another seizure was effected at premises disguised as a wholesale grocery concern. A plentiful supply of breakfast cereal-boxes in the front window represented the entire " grocery " stock carried by the firm.

It's the same old story. Never judge a book by its cover.

Sea birds nesting on Percé Rock and Bonaventure Island off the Gaspé Coast are proving to be an ever-increasing tourist attraction. During 1939 approximately 21,500 persons visited the region compared with about 10,000 in 1938. Percé Rock rises sheer from the water to a height of almost 300 feet, and the great arched passageway that cleaves it is 80 feet wide, enabling small boats to pass through. More than 18,000 of last year's visitors took motorboat trips to get close-up views of the great rock and its sea bird population.

The bird colonies which have been included in a sanctuary established by the Dominion Government and the Province of Quebec, include about 14,000 gannets—great, white birds as large as geese, with black wing tips. Resembling great snowbanks at a distance, multitudes of these birds nest close-packed on the lofty ledges, while hundreds of others soar and wheel majestically over the sea in the vicinity of the rock. There are also many other species of sea birds in this vast assemblage.

The great rock is so situated that it is not difficult to observe the birds closely and to photograph them without disturbing the countless nesters. The sea-going motorboats carry visitors past the steep cliffs where the gannets nest, and excellent points of vantage may be gained also at the top of the cliff and on the crest of the mainland cape opposite Percé Rock.

Some idea of the confusion in time schedules that prevailed in large countries like Canada before Standard Time was inaugurated, in this country and throughout the world, largely through the efforts of a great Canadian engineer, Sir Sanford Fleming, is revealed by the following excerpt from an old newspaper. Announcing a through service by the Grand Trunk Railway, since made part of the Canadian National System, between Montreal and Toronto in 1856, the advertisement reads:

"The trains will be run on Montreal time which is 8½ minutes faster than Brockville time; 12 minutes faster than Kingston time; 14½ minutes faster than Belleville time; 25 minutes faster than Toronto time."

To-day to ensure accuracy in the operation of trains, the beats of a pendulum in McGill University in Montreal are sent out each day by telegraph to Canadian National Stations at 11 a.m. Eastern Standard Time. The pendulum in McGill University is not only checked by the stars but is also checked daily with the Dominion Government Observatory at Ottawa and the United States Naval Observatory at Arlington, near Washington, D.C.

Away back in 1815, that momentous year which saw the Hundred Days and the final banishment of Napoleon Bonaparte, a casual, routine event—the issuance of a new form of pay sheet to the British troops—served to add colour and romance to the British private ever since. Samples of the new form of pay sheet were issued carefully filled in to show the, in those days, unschooled soldiers just how they were to keep their books. The samples bore, along the dotted line, the words "Thomas Atkins, X, his mark." Thus the British "Tommy" was christened, and it is perhaps typical of him and his methods that the name which was, after all, nothing but a symbol of an uneducated fighting man, was adopted to become a symbol of the British private of to-day.

The British soldier a hundred years ago, fighting under the Duke of Wellington, was tough, tousled and hard to handle. They were mostly illiterate and were recruited from the poorer quarters of Britain. This picture of the soldiers of those days is borne out by the words of the Duke himself, uttered on an occasion when he reviewed the British soldiers under his command on that arduous campaign of victory that led from Spain to Waterloo:—

"I don't know what these men will do to the enemy—but they certainly frighten me."

FACTS AND FIGURES REGARDING TRADE

DOMESTIC EXPORTS IN APRIL

A further sharp increase was recorded in April, 1940, in the value of Canada's domestic exports when the total was $83,565.000 compared with $50,311,000 in April, 1939. Purchases by the United Kingdom moved sharply upwards, the value being $37,499,000 compared with $16,956,000; purchases by the United States also advanced to $29,736,000 from $20,884,000.

Among the commodities, widespread gains were shown, chief of which were as follows, with April, 1939, figures in brackets: newsprint paper, $12,318,000 ($6.955,000); meats, $5.504,000 ($2,087,000); nickel, $5,847,000 ($4,589,000); copper, $4,958,000 ($3.841,000); wheat, $4,771,000 ($1,646,000); wood pulp, $4.353.000 ($2,029,000); planks and boards, $3,862,000 ($2.522,000); aluminium, $3.829,000 ($1,935,000); wheat flour, $2,167,000 ($825,000); fishery products, $2,072,000 ($1,265,000); unmanufactured leather, $1,285,000 ($479,000); asbestos, $1,301,000 ($686,000); furs, $1,074,000 ($476.000); rubber, $1,031,000 ($1,205,000); cattle, $1,336,000 ($2,173,000).

Exports of other leading commodities were as follows: fruits, $734,000 ($190,000); vegetables, $738,000 ($175,000); alcoholic beverages, $670,000 ($451,000); cheese, $458,000 ($55,000); cotton, $637,000 ($243,000); silk, $268,000 ($265,000); shingles, red cedar, $746,000 ($644,000); pigs, ingots, etc., $352,000 ($313,000); rolling mill products, $260,-

000 ($431,000); farm implements, $759,000 ($354,000); automobiles and parts, $590,000 ($1,188,000); lead, $964,000 ($834,000); silver, $621,000 ($295,000); stone, $589,000 ($342,000); fertilizers, $898,000 ($616,000); soda compounds, $388,000 ($432,000); electrical energy, $344,000 ($362,000).

Exports of Wheat and Flour

Domestic exports of wheat rose to 5,081,736 bushels valued at $4,771,315 in April, 1940, from 2,831,612 at $1,164,190 in April, 1939. Wheat flour exports were also heavier, totalling 519,870 barrels valued at $2,167,097 compared with 275,275 at $825,277 a year ago. The average export price of wheat in April was 93·8 cents compared with 58 and of wheat flour $4.17 compared with $3.

Exports of Asbestos

Exports of asbestos crude and milled fibres in March, 1940, amounted to 13,052 tons valued at $914,049 in comparison with 15,368 at $1,054,333 in February and 10,190 at $644,232 in March, 1939. The United States took 5,826 tons, the United Kingdom 1,893, Italy 1,492, Japan 1,287, Australia 1,190, France 799 and Sweden 450.

Exports of asbestos sand and waste totalled 9,674 tons in March valued at $204,276 as against 9,576 at $195,305 in February and 11,256 at $206,590 in March, 1939. Shipments to the United States accounted for 9,132 tons, France 280 and the United Kingdom 262.

Imports of Alumina

Imports of alumina including bauxite in March, 1940, although lower than in the previous month, were almost double those of March last year, amounting to 145,747 cwt. valued at $142,203 compared with 203,793 at $179,393 in February and 78,988 at $46,508 in March, 1939.

Imports of Paper

March imports of paper were valued at $747,478 compared with $828,591 in February and $788,414 in March, 1939. The total from the United States was $629,899 and from the United Kingdom $59,926. Wood pulp imports totalled $62,970 against $72,294 in February and $62,150 a year ago, while the pulpwood imports were worth $59,674 compared with $52,536 in February and $4,392 in March, 1939.

Tin Imports

Canada's imports of tin were heavier in March, 1940, totalling 9,154 cwt. of the value of $468,184 in comparison with 8,276 at $418,666 in February and 4,189 at $193,607 in March, 1939. The Straits Settlements contributed 6,446 cwt., the United Kingdom 1,568, the United States 916 and Australia 224.

Exports and Imports of Fertilizers

Domestic exports of fertilizers in March, 1940, amounted to 1,089,262 cwt., of which 968,926 went to the United States and included 107,787 cwt. of ammonium sulphate, 742,556 of manufactured fertilizers and 99,683 cwt. of phosphate fertilizers. Exports of fertilizers in February totalled 677,271 cwt. and in March last year, 1,062,199. Canada imported 182,838 cwt. of fertilizers in March compared with 197,895 in February and 129,487 in March, 1939.

Exports of Cheese

Exports of Canadian cheese in April, 1940, were at a higher level, totalling 22,934 cwt. valued at $458,123 as compared with 3,766 at $55,417 in April, 1939. The United Kingdom took 20,266 cwt., Trinidad 656, Jamaica 551, Belgium 336, British Guiana 235, the United States 208 and Newfoundland 203 cwt.

Exports of Non-Ferrous Metals

Exports of Canadian non-ferrous ores and smelter products in April, 1940, excluding gold, were valued at $19,519,000 as compared with $13,474,000 in April, 1939. The total to the United Kingdom was $12,012,000 compared with $6,040,000 and to the United States $4,367,000 against $3,058,000.

Exports of Planks and Boards

Canada's April, 1940, exports of planks and boards were valued at $3,862,000 as compared with $2,522,000 in April, 1939. Exports to the United Kingdom were worth $1,717,000 and to the United States $1,489,000. Douglas fir planks and boards were exported to the value of $1,660,243, spruce $1,054,127, pine $285,873, birch $268,710, cedar $333,024, hemlock $222,077 and maple $26,305.

Exports of Farm Implements

Canada exported farm implements and machinery in April, 1940, to the value of $759,000 in comparison with $354,000 in April, 1939. Purchases by the United Kingdom totalled $243,408, the United States $187,432, British South Africa $71,835, Argentina, $43,153, Southern Rhodesia $30,829. and Australia $27,816.

Exports of Newsprint Paper

Exports of newsprint paper in April, 1940, were considerably heavier, amounting to 5,277,676 cwt. valued at $12,317,752 as compared with 3,247,041 at $6,955,061 in April, 1939. Shipments to the United Kingdom aggregated 4,245,108 cwt., to Australia 265,957, New Zealand 167,261, Argentina 192,460, United Kingdom 125,677, British South Africa 55,596, and Mexico 53,241 cwt.

CANADA'S TOURIST TRADE IN 1939

TOURISTS visiting Canada in 1939 spent an estimated total of $274,771,000 in comparison with $281,850,000 in 1938. Visitors from the United States expended $262,358,000 compared with $267,167,000 and travellers from overseas countries a total of $12,413,000 as compared with $14,683,000 in 1938. The estimated expenditures of Canadian travellers abroad in 1939 totalled $108,796,000 as compared with $121,958,000 in 1938.

Travel flows across the international boundary by automobile, bus, railway, steamer, ferry, aeroplane and afoot. In 1939 more than 16,000,000 visitors crossed into Canada by these various modes of travel. A large proportion of the expenditures made by visitors from the United States was accounted for by those who travelled by automobile, the total in 1939 being $168,607,000 in comparison with $177,890,000 in 1938.

Motorists entering on a 48-hour permit in 1939 spent an estimated total of $55,677,000 and those on 60-day and six-month permits $112,930,000. Corresponding estimates for 1938 were $60,619,000 and $117,271,000, respectively. The per capita average for motorists on 48-hour permits declined from $22.45 in 1938 to $21.34 in 1939, while that of the 60-day permit holders declined from $93.92 to $88.15, and that of the six-month permit holder fell from $183.00 to $167.26.

The volume of rail travel to Canada increased by three per cent in 1939; 780,478 persons entering from the United States in 1939 compared with 757,860 in 1938, with expenditures estimated at $15,399,000 compared with $13,878,000.

In addition to motorists and rail and boat travellers from the United States, visitors came by ferry, bicycle, commercial vehicles, aeroplane, bus or afoot. The total number travelling by these methods is roughly estimated at 2,754,000 and their expenditures at approximately $21,000,000 as compared with $20,000,000 spent by 2,623,000 in 1938.

The total expenditures of Canadian travellers in the United States are estimated at $94,699,000 as compared with $102,001,000 in 1938, and the total expenditures in all countries at $108,796,000 as compared with $121,958,000.

Tourist Travel to National Parks

Visitors to Canada's national parks during the fiscal year ended March 31, 1940, totalled 995,270 compared with 954,120 in the preceding fiscal year. New attendance records were established at Banff, Jasper, Waterton Lakes, Yoho, Riding Mountain, Georgian Bay Islands, Cape Breton Highlands, and Prince Edward Island national parks.

Situated in the heart of the Rockies in Alberta, Banff National Park played host to a total of 235,509 tourists, an increase of 42,874. Travel to Jasper National Park increased by nineteen per cent over the last fiscal year. Banff has the distinction of being Canada's oldest national park and Jasper the largest.

Waterton Lakes National Park—the Canadian section of the Waterton Lakes International Peace Park—was visited by 108,527 persons, an increase of twenty-five per cent. Improvements completed last autumn on the Waterton Lakes section of the Chief Mountain International Highway now provides motorists from the United States with an all-paved route to Banff.

West of the Great Divide of the Rockies in British Columbia, Kootenay National Park attracted 62,063 visitors as against 52,027 and Yoho National Park had an attendance of 67,539 compared with 64,677. Increased attendance was also recorded at Mount Revelstoke National Park, most westerly of Canada's national parks.

East of the mountain parks, Elk Island National Park, located about an hour's motor drive from Edmonton, Alberta, was visited by 53,821 persons. Attendance at Prince Albert National Park in Saskatchewan was about the same as in the preceding season, while Riding Mountain National Park in Manitoba attracted 129,846 tourists as against 124,459 in 1938-39.

In Ontario, Point Pelee national park, situated in a heavily populated area in the southern part of the province, received 134,242 visitors. St. Lawrence Islands national park attracted 21,600 persons compared with 21,150 in the previous year, and the attendance at Georgian Bay Islands national park advanced by more than fifty per cent.

In the Maritime Provinces, historic Fort Beausejour national park, New Brunswick, had 16,589 visitors compared with 15,405, while Fort Anne national park, Nova Scotia, also rich in historical associations, attracted 17,116 as against 17,050 in the 1938-39 season. Canada's two newest national parks were also well attended—Prince Edward Island national park attracting 35,488 and Cape Breton Highlands national park in Nova Scotia 22,035 tourists.

NEWS AND COMMENT

Toronto: Business transacted at the Customs express and postal branches, Toronto, during April last, increased at all points compared with April, 1939. Collections at the express branch amounted to $228,482, increase $67,573, while packages received numbered 28,640, increase 3,050; entries 4,351, increase 504. At the postal branch collections in April totalled $76,022, an increase of $13,764, while packages received numbered 38,190, increase 3,210; packages delivered 37,114, increase 5,233; entries 3,290, increase 454.

An outstanding feature of the air traffic at the Customs air harbour during April was the increase in the number of passengers carried which totalled 241 compared with 37 carried during April last year, a difference of 204. Aeroplanes inward and outward numbered 44, an increase of 15. Of these 32 were United States planes carrying in all 215 passengers, and 12 were Canadian, carrying a total of 26 passengers. Pieces of baggage handled, inward and outward, numbered 126.

Montreal: Collections at the Customs express branch, Montreal, received during the month of April last, amounted to $222,237, a gain of $45,974 over April, 1939. Packages received numbered 30,554, a decrease of 3,862, while entries totalled 2,993, an increase of 367. Revenue collected at the postal branch during April totalled $72,831, an increase of $13,798. Parcels received numbered 24,800, parcels cleared 24,324, entries 1,768. These latter totals showed declines compared with April last year.

Niagara Falls: Vehicular traffic through the port of Niagara Falls during April last declined at all points compared with the same month a year ago. Automobiles inward and outward numbered 95,071, carrying in all 376,831 passengers, whereas in April, 1939, the respective totals were 138,782 and 526,541. Traffic totals in detail for April, 1940, were as follows: United States cars inward 27,271, outward 26,052; Canadian cars inward 20,901, outward 20,847; other vehicles inward 1,879, outward 1,882; passengers inward 189,161, outward 187,670.

Sixty-day touring permits issued during the month numbered 4,421; permits issued Canadian cars outward for touring purposes 10,285. United States cars entered for stays of 48 hours or less totalled 22,835, while buses inward numbered 1,003, outward 1,009.

JUST AMONG OURSELVES

MAY-JUNE

ADDITIONS

Nova Scotia

Halifax: E. G. O'Neill, Deck-Hand on the Harbour Boat Customs "A."

New Brunswick

Saint John: Miss Ida Seelick, Stenographer, Grade 1.

Quebec

Gaspe: P. M. Fournier, Collector of Customs and Excise (Limited Service Port) (Registrar of Shipping).

Ontario

Toronto: R. G. Atkinson, Clerk, Grade 1.

British Columbia

Nelson (Midway): R. H. Biggins, Customs Excise Enforcement Officer (Part-time).

Vancouver: W. G. Fraser, Office Boy; W. N. Mallett, Office Boy; James Marshall, Office Boy; F. C. Samuels, Office Boy; F. R. Taylor, Office Boy.

Administrative

Sylvia Block, Stenographer, Grade 1; E. M. Collard, Stenographer, Grade 1; J. M. Cossitt, Stenographer, Grade 1; C. Johnson, Stenographer, Grade 1; M. S. Malloch, Stenographer, Grade 1; E. M. Steeves, Stenographer, Grade 1; Florence Unsworth, Stenographer, Grade 1.

Audit

Ottawa: M. M. Townsend, Stenographer, Grade 1.

DEDUCTIONS

Nova Scotia

Antigonish: A. O. Philip, Collector of Customs and Excise (Limited Service Port)—(rejected).

Quebec

Montreal: Lionel Boulerice, Customs Excise Examiner (Deceased); M. M. Murphy, Customs Excise Examiner (Retired); H. O. Prudhomme, Customs Excise Clerk. (Retired).

Manitoba

Winnipeg: D. W. Macdonald, Customs Appraiser, Grade 3 (Retired); J. C. Miller, Special Exciseman, Grade 1 (Retired).

British Columbia

New Westminster (Boundary Bay): E. T. Calvert, Senior Customs Excise Examiner (Deceased).

Prince Rupert (Silver Heights): P. Campbell, Customs Excise Examiner (Retired).

Vancouver: D. A. Hopgood, Office Boy (Services terminated); D. S. Jones, Office Boy (Services terminated; D. G. McKillop, Office Boy (Services terminated); D. J. McLachlan, Office Boy (Services terminated).

Victoria: H. Barraclough, Express and Postal Computing Clerk (Retired).

Administrative

M. J. Borutski, Office Boy (Rejected); J. M. Hamel, Stenographer, Grade 1 (Services terminated); E. G. Harrison, Stenographer, Grade 1 (Resigned); M. E. Johnston, Stenographer, Grade 1 (Reassigned).

Investigation—Values

London, Eng.: G. M. L. Jarchow, Stenographer, Grade 2 (Services terminated).

PROMOTIONS

Prince Edward Island

Charlottetown: Miss A. E. McGrath, from Stenographer, Grade 1, to Stenographer, Grade 2.

Quebec

Montreal: Ernest Dagenais, from Customs Excise Cashier, Grade 8 Port to Customs Express or Postal Superintendent (Express Branch).

Quebec: Miss M. E. M. G. Dion, from Stenographer, Grade 1, to Stenographer, Grade 2.

Ontario

Kitchener: H. A. Rogers, from Computing Clerk to Chief Customs Excise Clerk, Grade 4.

Hamilton: P. B. Picken, from Express and Postal Computing Clerk to Computing Clerk.

London: W. M. Howie, from Customs Excise Cashier to Computing Clerk.

Pigeon River: C. M. Valentine, from Senior Customs Excise Examiner to Collector of Customs and Excise, Grade 1.

Toronto: H. G. Chapman, from Clerk, Grade 1, to Customs Excise Examiner; H. Davis, from Stenographer, Grade 2, to Customs Excise Clerk; J. H. Graham, from Customs Truckman to Customs Warehouse Foreman; W. N. Rutter, from Clerk, Grade 1, to Customs Excise Clerk; A. D. Ross, from Clerk, Grade 1, to Customs Excise Examiner.

West Toronto: J. P. Raybould, from Customs Appraiser, Grade 2, to Collector of Customs and Excise, Grade 4.

Manitoba

Emerson: J. D. McLean, from Customs Excise Examiner to Senior Customs Excise Examiner.

Saskatchewan

Moose Jaw: K. H. Richardson, from Stenographer, Grade 1, to Stenographer, Grade 2.

British Columbia

Prince Rupert (Silver Heights): Duncan Campbell, from Customs Excise Enforcement Officer to Customs Excise Examiner.

Trail: Andrew Porter, from Customs Excise Examiner to Collector of Customs and Excise, Grade 1 Port.

Vancouver: Ian Ferguson, from Office Boy to Clerk, Grade 1; A. U. Purves, from Customs Guard to Customs Excise Clerk.

Administrative

M. Ages, from Office Boy to Clerk, Grade 1; Mary Cleghorn, from Stenographer, Grade 1, to Stenographer, Grade 2; G. L. McCuaig, from Stenographer, Grade 1, to Stenographer, Grade 2; G. J. O'Neil, from Office Boy to Clerk, Grade 1; A. M. Pattie, from Stenographer, Grade 1, to Stenographer, Grade 2; A. B. Wood, from Clerk, Grade 1, to Clerk, Grade 2.

UNDERVALUATION

Quebec

Montreal: J. W. Brault, from Special Customs Excise Officer, Grade 2 to Inspector of Customs and Excise, Grade 1; M. R. E. S. Gascon, from Stenographer, Grade 2, to Stenographer, Grade 3; T. B. Hurson, from Special Customs Excise Officer, Grade 3, to Inspector of Customs and Excise, Grade 2; B. A. Neville, from Special Customs Excise Officer, Grade 3, to Inspector of Customs and Excise, Grade 2; J. H. Noble, from Special Customs Excise Officer, Grade 2, to Inspector of Customs and Excise, Grade 1; D. Raymond, from Special Customs Excise Officer, Grade 2, to Inspector of Customs and Excise, Grade 1.

Ontario

Toronto: C. H. Tyers, from Special Customs Excise Officer, Grade 3, to Inspector of Customs and Excise, Grade 2.

Windsor: C. E. Gress, from Special Customs Excise Officer, Grade 3, to Inspector of Customs and Excise, Grade 2; W. E. Sterling, from Special Customs Excise Officer, Grade 2, to Inspector of Customs and Excise, Grade 1.

Manitoba

Winnipeg: C. S. Fisher, from Special Customs Excise Officer, Grade 2, to Inspector of Customs and Excise, Grade 2.

PROMOTIONS AND TRANSFERS

Ontario

Watters, David, from Clerk, Grade 2, Investigation Drawbacks, Toronto, to Customs Excise Clerk, Toronto.

Miller, J. R., from Customs Excise Examiner, Grade 1 Outport, Barrie, to Customs Excise Clerk, Toronto.

TRANSFERS

Ontario

J. W. Stringer, from Customs Excise Examiner, Belleville, to Customs Excise Examiner, Trenton.

British Columbia

W. A. Noble, from Customs Excise Clerk (Relieving) Victoria, to Customs Excise Clerk (Relieving), Vancouver.

FINAL COMPARATIVE STATEMENT OF CUSTOMS AND EXCISE REVENUE RECEIVED DURING THE FISCAL YEARS 1938-39 AND 1939-40

—	1938-39	1939-40	Increase	Decrease
	$ c.	$ c.	$ c.	$ c.
Customs Duties	89,084,466 05	110,435,246 12		
Less Refunds and Drawbacks	10,626,712 08	9,529,237 53		
Net	78,457,753 97	100,906,008 59	22,448,254 62	
Excise Taxes	165,509,549 88	169,701,900 43		
Less Refunds and Drawbacks	3,788,439 31	3,674,049 79		
Net	161,721,110 57	166,027,850 64	4,306,740 07	
Excise Duties	52,124,540 55	65,250,703 61		
Less Refunds and Drawbacks	475,092 90	826,904 46		
Net	51,649,447 65	64,423,799 15	12,774,351 50	
Sundry Collections	718,715 91	611,945 19		
Less Refunds	272 84	251 54		
Net	718,443 07	611,693 65		106,749 42
Net Totals	292,546,755 26	331,969,352 03	39,529,346 19	106,749 42
Net Increase			39,422,596 77	

COMPARATIVE STATEMENT OF CUSTOMS AND EXCISE REVENUE RECEIVED DURING THE MONTH OF MAY, 1939 AND 1940

—	1939	1940	Increase	Decrease
	$ c.	$ c.	$ c.	$ c.
CUSTOMS DUTIES	8,925,185 54	13,514,154 83		
Less Refunds and Drawbacks	855,308 24	1,147,121 68		
Net	8,069,877 30	12,367,033 15	4,297,155 85	....
EXCISE TAXES	12,561,029 91	16,477,653 36		
Less Refunds and Drawbacks	346,750 15	324,069 46		
Net	12,214,279 76	16,153,583 90	3,939,304 14	....
EXCISE DUTIES	4,677,102 20	7,997,864 30		
Less Refunds and Drawbacks	133,354 61	184,073 59		
Net	4,543,747 59	7,813,790 71	3,270,043 12	....
SUNDRY COLLECTIONS	40,121 52	43,782 10		
Less Refunds	1 25	10 25		
Net	40,120 27	43,771 85	3,651 58	....
Net Totals	24,868,024 92	36,372,179 61	11,510,154 69	....
Net Increase	....	....	11,510,154 69	....

TOTALS FOR TWO MONTHS

—	1939–40	1940–41	Increase	Decrease
	$ c.	$ c.	$ c.	$ c.
CUSTOMS DUTIES	14,802,395 16	23,037,915 35		
Less Refunds and Drawbacks	1,658,037 10	2,127,682 92		
Net	13,144,358 06	20,910,232 43	7,765,874 37	....
EXCISE TAXES	17,863,350 37	23,741,748 67		
Less Refunds and Drawbacks	676,541 74	620,237 40		
Net	17,186,808 63	23,121,511 27	5,934,702 64	....
EXCISE DUTIES	8,572,119 67	14,650,790 82		
Less Refunds and Drawbacks	140,829 06	221,474 35		
Net	8,431,290 61	14,429,316 47	5,998,025 86	....
SUNDRY COLLECTIONS	77,788 45	90,070 06		
Less Refunds	3 75	25 25		
Net	77,784 70	90,044 81	12,260 11	....
Net Totals	38,840,242 00	58,551,104 98	19,710,862 98	....
Net Increase	....	....	19,710,862 98	....

COMPARATIVE STATEMENT OF INCOME TAX REVENUE RECEIVED DURING THE MONTH OF MAY 1939 AND MAY 1940

—	May, 1939	May, 1940	Increase	Decrease
	$ c.	$ c.	$ c.	$ c.
Net Collections	74,480,268 87	95,112,370 66	20,632,101 79	....

TOTALS FOR TWO MONTHS

—	1939-40	1940-41	Increase	Decrease
	$ c.	$ c.	$ c.	$ c.
Net Collections	89,659,541 58	112,191,149 85	22,531,608 27	....

INCOME TAX COLLECTIONS BY DISTRICTS

Comparative statement of net collections by districts received during the months of April and May of the fiscal years 1939-40 and 1940-41. (Decrease marked*.)

Districts	1939-40	1940-41	Increase or Decrease
Charlottetown	262,243 18	357,977 12	95,733 94
Halifax........	1,242,352 43	2,131,814 20	889,461 77
Saint John....	876,995 07	1,157,206 77	280,211 70
Quebec........	888,054 68	1,170,929 28	282,874 60
Montreal......	24,983,571 46	31,816,992 88	6,833,421 42
Ottawa.......	4,452,017 41	5,573,147 61	1,121,130 20
Kingston......	269,395 49	259,628 36	*9,767 13
Belleville.....	456,572 05	714,617 72	258,045 67
Toronto.......	32,152,392 84	39,102,933 07	6,950,540 23
Hamilton.....	5,828,453 53	7,542,425 21	1,713,971 68
London.......	8,130,897 05	8,311,623 66	180,726 61
Fort William..	270,790 13	415,599 92	144,809 79
Winnipeg......	2,573,430 85	3,151,830 14	578,399 29
Regina........	217,673 22	307,495 67	89,822 45
Saskatoon.....	125,258 40	223,522 55	98,264 15
Calgary.......	1,205,307 38	1,329,290 42	123,983 04
Edmonton	377,936 23	506,818 06	128,881 83
Vancouver....	5,283,806 29	7,975,271 55	2,691,465 26
Yukon........	62,393 89	142,025 66	79,631 77
Total.....	89,659,541 58	112,191,149 85	22,531,608 27

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The National Revenue Review

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July, 1940

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Less Goods Brought in by Tourists

FOR the month of May, 1940, goods entered under what is known as the "Hundred Dollars Exemption Clause", by Canadian tourists returning from the United States, were to the value of $627,000 as compared with $830,000 for the corresponding month of 1939. Clothing headed the list with $316,000, compared with $419,000 for May last year. Radios brought in in May last, were valued at $39,000 compared with $62,000 in May last year.

For the five months of the calendar year ending May last, the total value of goods brought in from the United States by returning Canadians under the exemption clause was $2,526,000, compared with $3,041,000 for the corresponding period of 1939. During the five months period ended May last, clothing to the value of $1,258,000 was brought in, compared with $1,528,000 for the period of 1939. These importations were all from the United States.

Satisfied Visitors

NOW, at the height of the automobile tourist season when Canada is playing host to United States tourists arriving by automobile, train, boat and aeroplane, it is interesting to note the many indications that this friendly army on leaving Canada, will be made up of "satisfied customers". Evidence of this is found in the many letters of appreciation received by this Department and the Canadian Travel Bureau from tourists who have enjoyed their stay. These letters seldom voice complaints. The following extracts are typical of the general run.

After spending two weeks motoring through the province of Quebec a tourist wrote: "The trip was so delightful that I have been planning all winter to return to Canada in 1940. My stay was like a dream come true. I found the Canadian people most courteous, charming and eager to make one happy. The prices were very reasonable. We were impressed by the restfulness of the mountain air, by the wild flowers, tiny hamlets snuggled in the valleys and by the friendliness of your people everywhere".

Completing a trip of 1,500 miles through Nova Scotia and New Brunswick another motorist wrote that her vacation was made enjoyable by courteous service everywhere. "Information as to roads, tourist homes, restaurants, shopping, in fact everything, was available at every turn. What we found of greatest interest were Annapolis Royal, Grand Pré, The Public Gardens and Citadel in Halifax, Peggy's Cove, the bore and Magnetic hill in Moncton and the reversing falls at Saint John."

A visitor to Ontario wrote: "The prices were fine. The courtesy everywhere was splendid, and I had been led to think crossing the border was a problem. We were all women and the Customs officers were splendid, both in answering questions, and in giving information. I never had a more pleasant experience than my crossing back and forth and was mightly well treated."

Other interesting extracts from many letters received recently read as follows:—

" The courtesy was unusually good. The character of the people was such that one could leave anything lying around and no one would steal it. That made an impression ".

" We were all well pleased with the accommodations and prices charged. We were favourably impressed also, with the friendliness and hospitality which our Canadian neighbours displayed. The water, lakes and woods of the Kenora district cannot be too highly recommended to prospective vacationers who are interested in fishing and communing with nature."

" We have been to Canada before by train, boat and automobile. I am at a loss to express our appreciation to Canada for the fine accommodations and the courtesy shown us. We love Canada, every inch of it. We visited the Parliament Buildings at Ottawa, and the officials, guides, etc., were more than kind and considerate. We are 100 per cent for Canada. The courtesy shown us when just seeking information about the " Quints " at the Canadian exhibit at the World's Fair made us decide to spend at least ten days in Canada this year. Previously we had decided to make the Fair our whole vacation. We highly respect all Canadians for all the kindnesses shown us."

" We went on the Canadian National through Winnipeg and Edmonton to Jasper Park where we stayed two days, then on to Vancouver where we took the boat to Alaska. We found the service very fine and everything was comfortable and pleasant. We consider the Canadian trains very comfortable and we hope to go through Canada again if we go west. We found Jasper Park, the trip through the Canadian Rockies and the scenery in Alaska and the Yukon even more wonderful than we had anticipated."

How the Customs Division Assists Tourists

COME up and see us any time. Three thousand miles of friendly border-line with no barriers against the yearly invasion of from fifteen to twenty million tourists. That is the situation to-day between two good neighbours, Canada and the United States. The welcome sign is out all along the line, and Canadian Customs officers, as well as the Canadian people in general, judging from letters received by the department from tourists, have won a high and deserved reputation for courtesy and consideration. Indeed, to smooth the path of the incoming tourist, this department is doing all in its power commensurate with the proper safeguarding of the revenue.

Some idea of the concessions that have been made through the years in Customs regulations in order to facilitate the entry of bona fide tourists, the great majority of which are automobile tourists, may be seen in the following summary of ever-changing provisions extending over the past seventy years.

The earliest available regulation of the department governing travellers' carriages crossing the frontier bears the date March 8, 1869, and is headed "Regulations Governing Travellers' Carriages, etc. Crossing the Frontier ".

It is provided that regular stages and hacks might be allowed to cross the frontier, and return within two days without being required to make an entry, but if remaining for a longer period, report and entry was required in respect of the " horses, carriages and travelling equipage ", depositing with the Collector the full amount of duty, subject to refund on satisfactory evidence of export.

In 1890 sportsmen's guns were ruled as dutiable; in 1891 summer residence equipment was allowed in on deposit with a refund of 90 per cent of the duty; in 1897 this same provision was applied to sportsmen's guns, and in the same year provision was made for teams, carriages, stages and hacks to be admitted under bond; in 1898 bicycles were admitted to entry on deposit; and in that year non-resident members of organized shooting and fishing clubs were allowed to bring in their sportsmen's outfits under the guarantee of the club.

Apparently no attention was paid to any further revision of the regulations until 1907, when provision was made for a refund of duty on tires brought in to replace damaged tires on a tourist automobile. At this time, of course, tires were not made in Canada. In 1910 the first definite provision was made for facilities for the temporary admission of tourists' automobiles, and under the arrangement then made, tourists' vehicles were allowed in under a combined bond and cash deposit for a period up to three months, which was changed to six months in 1911. In 1912 the automobile provisions were extended to include motorcycles, and in 1916 the first provision was made for automobiles and motorcycles for touring purposes without either bond or deposit provided the stay did not exceed thirty days.

A marked advance was made in 1920. Up to that time officers who were obliged to remain after hours at frontier highway ports of entry collected a fee of 50 cents for each automobile granted clearance, and this was discontinued on May 3 of that year. In 1921 all previous regulations were consolidated, concerning automobiles, motorcycles, bicycles, travellers' carriages and teams, and tourist outfits. In 1928 a further consolidation and revision was affected, which included provision for the admission of vehicles of travellers, not being tourists, who come to this country for the purpose of transacting business. Again in 1930 provision was made for admission for twenty-four hours without permit, bond or deposit; and for sixty days without deposit.

In 1935 the 24-hour provision was changed to 48 hours and tourists were permitted to import their cars for a period up to six months without bond or deposit. At that time a special provision was arranged for the extension to travellers' vehicle permits, whereby a traveller, not being a tourist, might be permitted to use his car for purposes of health and pleasure before and after business hours and on Sundays and holidays, and this provision was also extended to preachers, teachers and professional men coming to Canada for relieving work or for a temporary period only.

On June 1, 1939, important and liberal changes were made in the scope of the regulations governing travellers' vehicles. Under these new regulations the Travellers' Vehicle Permit allows non-residents the unrestricted use of automobiles in Canada, whether for pleasure or business, as long as that use is confined to the actual transportation of the permit holder, his family and guests, and the carriage of such incidental articles as may be necessary. For example, this form of permit may be issued to a commercial traveller for local use in Canada, who may transport his personal baggage and business samples. Similarly, a tourist's outfit may be conveyed by a person entering Canada for purposes of health and pleasure.

Yes, nearly three thousand miles of border line where trade may flow freely and tourists may come and go. No frowning citadels here to warn the unwary. However, this state of affairs did not just " happen " because of a mutual desire on the part of Canadians and Americans to live peaceably side by side. It was brought about primarily by the forethought of two men, Richard Rush, Acting Secretary of the United States Department of State, and Charles Bagot, British Ambassador to Washington, through whose work in the interests of peace the Rush-Bagot Treaty was made. This treaty was proclaimed by President Munroe, April 28, 1818, although it went into effect one year earlier. It ended fortification of the border and limited ships of war on the Great Lakes to one small vessel for each nation.

Immediately at the close of the war of 1812 between Great Britain and the United States, which was ended by the Treaty of Ghent, December 24, 1814, the two countries began a naval race and competed also in the erection of forts along the border. The Rush-Bagot Treaty, coming into effect just three years later, has remained the unseen guardian of peace and therefore of commercial and tourist trade for a century and a quarter.

"Made in Canada" Rulings

ELECTRIC Cloth Drills, small portable machines, designed for use by garment makers to drill holes in layers of cloth, have been transferred from the category of " a class or kind *not made* in Canada " to that of " a class or kind *made* in Canada "; and, in accordance with the Government's undertaking to give " adequate notice " to parties concerned, the ruling referred to is to be effective three weeks from the date hereof, viz., June 14, 1940.

Excise Duty Collections

COMPARATIVE statement of excise duty collections, in Canada, during the months of May, 1939, and May, 1940:—

May, 1940, spirits, matured, $1,388,895; May, 1939, $738,137. May, 1940, spirits, unmatured, $97,469; May, 1939, $78,036; May, 1940, validation fee, $85,471; May, 1939, $20,515. May, 1940, malt, $1,675,748; May, 1939, $899,671. May, 1940, beer, $22,001; May 1939, $22,591. May, 1940, malt syrup, $14,505; May, 1939, $11,055. May, 1940, cigars, $48,132; May, 1939, $34,781. May, 1940, cigarettes, $4,052,827; May, 1939, $2,512,686. May, 1940, manufactured tobacco, $846,314; May, 1939, $513,883. May, 1940, licences, $257; May, 1939, $627. May, 1940, totals, $8,231,623; May, 1939, $4,832,085.

Comparative statement of tobacco, cigarettes and cigars entered for consumption, in Canada, during the months of May, 1939, and May, 1940:—

May, 1940, tobacco, cut, 2,943,272 pounds; May, 1939, 2,187,946 pounds. May, 1940, tobacco, plug, 310,466 pounds; May, 1939, 285,608 pounds. May, 1940, tobacco, snuff, 68,646 pounds; May, 1939, 61,890 pounds. May, 1940, cigarettes, number 808,275,320; May, 1939, number 625,868,751. May, 1940, cigars, number 15,794,444; May. 1939, number 11,554,117.

Departmental Rulings

THE "Sawmaster" and the "Sawmaster Junior", manufactured by the Master Woodworker Mfg. Co., Detroit, Michigan, at present are held to be of a class or kind made in Canada and dutiable at 25 per cent ad valorem, item 427, under the Canada-United States Trade Agreement.

Saw blades for use with the "Sawmaster" and "Sawmaster Junior" are of a class or kind made in Canada and not admissible under Ex. 446a of the Canada-United States Trade Agreement, but are dutiable at 27½ per cent ad valorem, item 431b.

"Cincinnati" 16″, 18″ and 22″ Engine Lathes, manufactured by the Cincinnati Lathe and Tool Company, Oakley, Cincinnati, Ohio, at the present time are held to be of a class or kind made in Canada and dutiable at 25 per cent ad valorem, item 427, under the Canada-United States Trade Agreement.

"Universal" Power Meat Chopper, Model No. 604, belt-driven, with a capacity of 500 pounds per hour, manufactured by Landers, Frary & Clark, New Britain, Conn., at the present time is held to be of a class or kind not made in Canada and admissible at 10 per cent ad valorem, item 427a, under the Canada-United States Trade Agreement.

"Fischer" Nos. 1 and 2 Oil Groovers, manufactured by Fischer Machine Company, Philadelphia, Pa., designed for cutting any size or style of groove in bearings, at the present time are held to be of a class or kind not made in Canada and admissible at 10 per cent ad valorem, item 427a, under the Canada-United States Trade Agreement. Motors—item 445g.

"Atlas" Floormaster, manufactured by the Atlas Floor Surfacing Machinery Corp., New York, N.Y., at the present time is held to be of a class or kind made in Canada and dutiable at 25 per cent ad valorem, item 427, under the Canada-United States Trade Agreement.

"Parker" Automatic Wire Binding Machine, manufactured by Parker Machine Works, Riverside, California, designed to tie containers of canned goods, dried fruit, etc., at the present time is held to be of a class or kind not made in Canada and admissible at 10 per cent ad valorem, item 427a, under the Canada-United States Trade Agreement. Motor—item 445g.

"Pectinol A", which has been imported from Rohm and Haas Company, Philadelphia, Pa., and the Hydraulic Press Manufacturing Company, Gilead, Ohio, is rated under tariff item 711.

Re: Trading with the Enemy

COLLECTORS are instructed that Italy and all Italian possessions are now enemy territory under the Trading With the Enemy Regulations, and all importers with goods originating in such countries at ports should be instructed to apply to the Custodian, Department of Secretary of State, Ottawa, for release, and the goods are not to be delivered pending such release.

Goods originating in Italy or Italian territory in Canada or actually in transit to Canada prior to June 10, 1940, may, when released by the Custodian, be entered at Treaty rates.

The Netherlands, Belgium and Luxembourg are now proscribed territory under the Trading With the Enemy Regulations, and all importers who have goods originating in such countries at Customs ports should be instructed to apply to the office of the Custodian, Department of Secretary of State, for a release, and the goods are not to be delivered pending such release.

Goods originating in these countries in Canada or actually in transit to Canada on or before May 10, 1940, may, when released by the Custodian, be entered at Treaty rates.

Collectors are advised that Norway is now proscribed territory under the Trading With the Enemy Regulations, and all importers who have goods originating in such countries at their ports should be instructed to apply to the office of the Custodian, Department of Secretary of State, for a release, and the goods are not to be delivered pending such release.

Goods originating in this country in Canada or actually in transit to Canada on or before April 9, 1940, may, when released by the Custodian, be entered at Treaty rates.

Production of Gold

THE Canadian production of gold in March, 1940, totalled 428,962 ounces valued at $16,515,037. In February the output totalled 405,365 ounces and in March last year, 414,217 ounces. During the first three months of 1940 the production aggregated 1,258,708 ounces in comparison with 1,216,508 in the similar period of 1939. The March production was as follows; by provinces with figures for February in brackets: Ontario 271,257 (259,688) ounces; Quebec, 86,511 (80,607); British Columbia, 45,901 (40,376); Manitoba and Saskatchewan, 20,314 (19,422); Yukon and Northwest Territories, 4,088 (4,120); Nova Scotia, 1,791 (1,152); gold content of jewellery and scrap received at the Mint, 494 (822).

Exports of Canadian Newsprint

EXPORTS of Canadian newsprint paper reached a high point in May, 1940, totalling 6,024,181 cwt. valued at $14,061,394 as compared with 4,887,992 at $10,677,981 in the corresponding month last year. The United States took 4,552,818 cwt., Australia 525,175, United Kingdom 123,422, Argentina 366,568, Brazil 77,056, New Zealand 84,465, British South Africa 61,978, Mexico 53,434, Peru 34,896 and British India 25,852.

Prohibited Exports

BY Order in Council (P.C. 2522) dated June 12, 1940, it was ordered that until further notice licences granted under the Foreign Exchange Control Order for the export from Canada of canned lobster shall be withheld unless approved by the Controller for Canned Lobster.

Collectors and transportation companies are instructed that no canned lobster shall be accepted for shipment or released for export unless accompanied by Foreign Exchange Control Board Form B stamped "Approved on behalf of the Controller for Canned Lobster" and signed by an officer duly authorized by the Controller.

All applications for permission to export canned lobster should be forwarded direct to the Controller for Canned Lobster, Salt Fish Board Office, Halifax, N.S., on Foreign Exchange Control Board Form B.

Export Clearances of Wheat

OVERSEAS exports clearances and imports of Canadian wheat into the United States for consumption and milling in bond during the week ending June 14 totalled 2,071,739 bushels in comparison with 3,335,182 in the corresponding week last year. The total for the period from August 1 to June 14 was 147,538,606 bushels in comparison with 123,676,974 in the corresponding period of the previous crop year.

Re: Clearance of Vessels

BY Order in Council (P.C. 2371), dated June 4, 1940, it was ordered that women, other than women engaged or employed in the Armed Forces or Public Service of Canada, and children under the age of 12 years should not be permitted to go upon voyages which would require the ship upon which they are embarked to enter or pass through the war zone of enemy naval and air activity surrounding the British Isles or in European waters.

Section 2 of the regulations established by the above Order in Council provides as follows:—

> The Customs officers shall before granting a clearance to any ship or vessel for any such voyage as aforesaid see that all women, other than women engaged or employed in the Armed Forces or Public Service of Canada, and children intending to sail thereby are therefrom removed.

Collectors of Customs are instructed to take appropriate action.

The Meat and Canned Foods Act

BY Order in Council (P.C. 2024), dated May 16, 1940, the regulations established by Order in Council of the 6th July, 1938, under the authority of The Meat and Canned Foods Act were amended by the deletion of paragraph (*c*) of Clause 37 (1), and paragraph (*c*) of Clause 37 (4).

The effect of this amendment is to prohibit the importation into Canada of canned pineapple grading below " Choice " quality, except when imported in containers of not less than one-half gallon capacity for re-manufacturing purposes.

The above prohibition does not apply to goods purchased and in transit to Canada on or before June 3, 1940.

Chaucer was a Customs Officer

MANY great and famous men of the past have been Customs officers, and in the topmost rank of these stands the name of Geoffrey Chaucer, fourteenth century English poet. Chaucer was appointed Comptroller of the Customs and Subsidy of Wool, Skins and Leather in the Port of London, June 8, 1374. By the terms of his appointment Chaucer was to write the rolls of his office with his own hand and keep " the other part of the seal called the coket ". The " coket " or " cocket " is a term still used by H.M. Customs to describe the seal placed by them on goods " in bond ".

At this time wool was an important export. During Edward III's reign the tax on exported wool varied between 6s. 8d. a bale and 50s. a bale. London's other exports in Chaucer's time included fish, lead, copper and tin. Goods imported into London included various foodstuffs, wine, silk and woollen clothes, timber and, in time of scarcity, corn.

In 1382 Chaucer was given the additional appointment of Comptroller of the Petty Customs of the Port of London. Three years later he was given permission to appoint a deputy for his work as Comptroller at the Wool Quay and he was then able to devote more time to his writing.

After twelve years in the Customs service Chaucer fell from Court favour owing to the fact that his patron, John of Gaunt, was abroad and the Government of the country was in the hands of his brother, Gloucester, who was opposed to him. In 1386 Chaucer was deprived of his office of Comptroller of the Customs, and ten days later lost his other offices. However, in 1393 events took another turn most favourable to the former Customs official. John of Gaunt married Chaucer's sister-in-law, Lady Catharine Twynford, and Chaucer regained Court favour, but although he was given various appointments he did not return to the Customs service.

No known records remain of Chaucer's work while Comptroller of Customs with the exception of an entry to the effect that on July 12, 1376, the King granted him the sum of £71 4s. 6d., which had been paid as a fine by John Kent of London for shipping wool to Dordrecht without having paid the duty thereon.

It is interesting to note that Chaucer began writing his " Canterbury Tales " one year before entering on his Customs work, continuing this writing all the time he served as Comptroller, and, indeed, at intervals for the rest of his life.

Over a Hundred Years Ago

GLANCING at events in the Europe of a hundred years ago through the medium of a newspaper of that day, one would fancy he was merely keeping abreast of the times in 1940 so similar was the general upheaval. In an old Montreal newspaper comprising four pages dated November 11, 1830, the *Editor* found news items covering three revolutions, two abdications and a Declaration of Independence on the part of Belgium. The news, however, is presented in a very different way from the newspapers of to-day. The pages are closely packed with small print and display no headlines or illustrations, nearly two whole pages are devoted to foreign news. In those days, long before cables were laid, this country was dependent on the slow-moving sailing ship for newspapers containing overseas news; consequently when several vessels arrived in port, local events were crowded out. However, there was space found on the front page for two poems, one a sad little thing entitled " She Never Blamed Him, Never ".

Quaintly worded, small advertisements are scattered throughout the four pages. Most of the advertisers refer to themselves as " the Subscriber " and nearly all are " daily expecting " a large assortment of goods which they state are aboard a particular ship bound from London or Liverpool for Montreal.

One young man, in advertising for a position as bookkeeper, gives as his qualifications his ability to speak " English, French and the Algonquin Indian language ". A reward of fifty dollars is offered for the recovery of a stolen horse, the advertisement reading in part: " The stable of the Subscriber was broken open last night and a brown six year old Mare taken therefrom. The supposed thief is ' William Murdock '. He wore, when he went away, a grey mixed cloth coat, drab pantaloons, fur hat, and thin pumps."

Those were the days when " fast crossing " meant anything from two to four weeks, when large liners, sailing on schedule, were undreamed of. A typical " Ship Notice " appearing on the front page reads:—

" For Liverpool from Quebec—the fast sailing first class ship ' John Francis ', W. McGrath, Master, will be dispatched about the 12th instant, and will take Ashes, Wheat and Flour, at a moderate rate of freight. She has tolerable accommodation for passengers."

Another advertisement states that the " *Arabian* will be ready in a few days to receive Ashes, Wheat and Flour. She can comfortably accommodate eight passengers in her cabin, it having been expressly fitted up for this number."

In the Days of Long Ago

AN interesting story has come to light, unearthed after nearly a hundred years, from some old Customs documents in the *Editor's* possession. In 1842 the then outport of St. Stephen, New Brunswick, petitioned " the Commissioners for managing and causing to be levied and collected Her Majesty's Customs " in London, England, to establish this outport as a free warehousing port. A long memorial was sent by the people of St. Stephen to the Commissioners in London, with a covering letter by the Lieutenant-Governor of New Brunswick. The plea was unsuccessful, although some minor concessions were eventually made. The first resulting letter from London is addressed to the Collector at St. Andrews. It is dated June 18, 1842, and reads as follows:—

> The Lords Commissioners of Her Majesty's Treasury having referred to us a letter from Mr. Stephen, enclosing a copy of a despatch from the Lieutenant Governor of New Brunswick, together with a Memorial of the owners of vessels and inhabitants of St. Stephen praying that that place may be made a Free Warehousing Port.
>
> I have it in command to transmit herewith a copy of the Memorial above referred to, for your special inquiry and report, and I am at the same time to acquaint you that the Sub-Collector at St. Stephen is by law authorized to endorse a change of Master on certificates of registry, and you are to instruct that officer in the manner in which that duty should be executed.

The Memorial reads in part:—

> To the Right Honorable the Lords Commissioners of Her Majesty's Treasury, The Honorable Her Majesty's Privy Council for Trade and Plantations, and The Honorable the Lords Commissioners of Her Majesty's Customs:—
>
> The Memorial of the undersigned owners of vessels (whose names and the tonnage of vessels owned by them respectively are herewith annexed) and other inhabitants of St. Stephen in the County of Charlotte and Province of New Brunswick,
>
> Humbly Sheweth,
>
> That St. Stephen is situated on the River St. Croix which separates the said Province from the State of Maine, in the United States of America;—That on the British side of the river there are 42 saw mills propelled by water power, in all of which deal plank for the British market may be manufactured;—During the year ending the 5th January, 1842, the number of vessels entered at the office of the Sub-Collector of St. Stephen was 155, and of clearances 183, besides coasting vessels.
>
> Your Memorialists beg leave to state that the resources of St. Stephen in the general staple of exportation, viz., wood of different kinds, and its shipping, which is annually increasing, give both a claim for commercial facilities equal, if not superior, to any other part of the County.
>
> Your petitioners are desirous that St. Stephen should be made a free warehousing port and enjoy all the privileges incident to such ports, in the same manner and to the same extent as the Port of St. Andrews now does under the warehousing system.
>
> The prayer of your Memorialists, if granted, would remove from the shipping interests the embarrassments and inconveniences to which it is now subject, and give a new impulse to its commercial prosperity. Authority to the Sub-Collector at St. Stephen to endorse a change of Masters on a Certificate of Registry when required would frequently obviate the necessity and expense of a journey to St. Andrews for that purpose.
>
> Your Memorialists therefore humbly pray that your Lordships will take into favourable consideration the subject of this Memorial and grant to St. Stephen the privileges enjoyed by other colonial ports having warehouses and which have no greater claim to them.

On November 6, 1842, the outport received its answer. It was written at the Treasury Chambers, London, September 28, 1842, requiring thirty-eight days in transmission, and read as follows:—

> I am directed by the Lords Commissioners of Her Majesty's Treasury to acquaint you that they have declined to grant the request of the ship owners of Saint Stephen, that it should be constituted a free warehousing port, for the reasons set forth in your Report No. 1300, dated the 21st instant, on the letters from Mr. Stephen, and the Lieutenant-Governor of New Brunswick, which were transmitted with the application.
>
> Their Lordships have however communicated to Lord Stanley that instructions have been given to the Sub-Collector at Saint Stephen to endorse a change of Master, on the Certificates of Registry.

HERE AND THERE

The value of raw furs produced in Canada during the twelve months ended June, 1939, totalled $14,206,750, a gain over the previous year of $1,010,396 or eight per cent. The total production comprises pelts taken by trappers and pelts sold from fur farms, the value of the latter representing approximately 40 per cent of the whole.

From a value standpoint the silver fox has always claimed first place, totalling $5,660,399 in 1939, as compared with $6,183,522 in 1938. Mink followed at $2,092,607 as compared with $1,400.587 and muskrat $1,983,668 compared with $1,320,509. Beaver skins were valued at $980,019 compared with $568,486, prairie wolf $198,559 against $285,360, ermine $353,716 against $348,213, fisher $166,582 against $140,293, crossfox $185,106 against $319,151, red fox $337,595 against $449,985, lynx $291,248 against $315,192, marten $545,269 against $555,002, otter $167,085 against $176,533, skunk $158,197 against $90,983, and squirrel $345,312 against $113,381.

From the point of view of average value the fisher was of first importance, the average per pelt being $49.04 as against $40.03 in the previous season. Lynx was in second place at $36.83 compared with $29.91 with blue fox next in order at $25.97 against $22.29. Marten was a close fourth at $25.19 compared with $23.27. Other leaders were as follows: silver fox $17.71, white bear $14.05, beaver $15.39, crossfox $13.80, white fox $12.02, otter $15.10, mink $9.54.

Sea birds nesting on Percé Rock and Bonaventure Island off the Gaspé coast continued to be a popular tourist attraction during 1939, when approximately 21,500 persons visited the region compared with about 10,000 in 1938. More than 18,000 of this year's visitors took motor boat trips to get close-up views of the thrilling spectacle provided by the large sea-bird population.

Percé Rock, with its sheer sides rising directly from the water for almost 300 feet, and its great arched passageway 80 feet wide, through which small boats may pass, is a feature of rugged grandeur in itself. The bird colonies, which have been included in a sanctuary established by the Dominion government and the Province of Quebec, include about 14,000 gannets—great white birds as large as geese, with black wing tips. Resembling great snowbanks at a distance, multitudes of these birds nest close-packed on the lofty ledges, while hundreds of others soar and wheel majestically over the sea before the precipice. Many other species of sea birds form part of this remarkable assemblage.

This interesting sea-bird colony is so situated that it may be observed and photographed conveniently without harming or disturbing the feathered inhabitants. Seagoing motor boats carry parties of visitors past the steep cliffs where the gannets nest, and excellent points of vantage may be gained at the top of the cliff and on the crest of the mainland cape opposite Percé Rock.

Restoration of the Port Royal Habitation at Lower Granville, Nova Scotia, is a notable event. Reminiscent of early French colonist days, the re-built " habitation " with its palisades and ancient buildings is a full-size replica of the first fort or " habitation " of Port Royal, built in 1605 by the French under de Monts and Champlain. The timber of the buildings has been put together with wooden pins and the hand-wrought iron hinges and latches have been faithfully reproduced in the manner of early seventeenth century workmanship. The chimneys have been built with local field stones collected nearby, and the bricks used in the construction of the bake oven, blacksmiths' forge, and for lining fireplaces were made at the site by two old-time brickmakers. All woodwork where exposed to view has been hewn and adzed by broad-axemen in the old manner.

The task of delving into the past and making a faithful restoration involved much historical and archaeological research, which was carried out in co-operation with several prominent historians and archaeologists. By a scientific method of soil reading employed in an exploratory survey the actual site of the habitation and the boundaries of the various buildings, as well as the positions of most of the fireplaces and the well in the courtyard, were established. Then the soil was sifted and removed down to the original building levels and the positions of all lines and corners of the buildings were staked. The basis of the reconstruction work has been: the Champlain engravings or picture plan; the layout of the buildings as determined by the survey; historical evidence and references to the buildings; practical considerations and probabilities and contemporary building practice in Picardy, France.

As a result of this painstaking work, the re-created Port Royal Habitation will shortly stand as a monument unique in the history of Canada.

CANADA'S APRIL IMPORTS

A broad gain was recorded in the value of Canada's imports in April, 1940. Gains were shown in the imports of fibres, textiles and products, agricultural products, and iron and products, although each of the remaining six main groups of commodities also were higher. The total value in April was $85,980,000 in comparison with $41,908,000 in April, 1939, the amount from the United States being $58,537,000 compared with $28,383,000 and from the United Kingdom $13,368,000 compared with $6,643,000. Other leading countries contributing to the gain were: Straits Settlements to $1,603,000 from $487,000 in April, 1939, British India and Burma to $1,186,000 from $996,000, Australia to $1,028,000 from $319,000, New Zealand to $964,000 from $125,000, Argentina to $948,000 from $129,000, British West Indies to $855,000 from $642,000, Belgium to $791,000 from $387,000, France to $720,000 from $390,000, China to $619,000 from $206,000, Colombia to $582,000 from $115,000. Purchases from British South Africa were worth $405,000 against $210,000, in April, 1939, Ceylon $280,000 against $302,000, Italy $206,000 against $135,000, Japan $486,000 against $296,000, Netherlands $277,000 against $223,000, Sweden $357,000 against $118,000, Switzerland $384,000 against $179,000 and Venezuela $180,000 against $45,000.

Imports of fibres and textiles moved up sharply to $16,237,000 from $5,241,000 a year ago, of which the United States contributed to the value of $7,140,000 and the United Kingdom $6,100,000. Cotton totalled $4,868,000 against $1,543,000, flax, hemp and jute, $1,046,000 against $435,000, silk $930,000 against $504,000, wool $6,912,000 against $1,557,000.

Iron and products as a group jumped to $24,349,000 from $11,461,000 in April, 1939, the United States accounting for the bulk at $21,783,000. Rolling mill products rose to $3,680,000 from $1,115,000, farm implements to $4,291,000 from $1,988,000, other machinery $6,056,000 from $2,553,000, automobiles and parts to $4,975,000 from $3,399,000, engines and boilers to $1,301,000 from $443,000.

Imports of agricultural products increased to $12,232,000 from $8,088,000 in April, 1939, fruits increasing to $2,038,000 from $1,128,000, vegetables to $1,061,000 from $807,000, sugar to $1,703,000 from $1,160,000, rubber to $1,852,000 from $818,000, while tea fell to $1,121,000 from $1,861,000.

Animal products were imported to the value of $3,385,000 compared with $1,508,000 in April last year. Fur imports totalled $896,000 against $355,000, raw hides $551,000 against $196,000, leather $628,000 against $361,000, meats $317,000 against $154,000 and fishery products $170,000 against $104,000.

Non-metallic minerals as a group proved up to $9,321,000 from $5,389,000, with coal rising to $2,192,000 from $1,616,000, petroleum products to $3,762,000 from $2,146,000, unset diamonds to $333,000 from $78,000 and glass and glassware to $799,000 from $355,000.

Non-ferrous metal products valued at $4,434,000 were imported during the month as against $2,311,000; chemicals were worth $4,030,000 against $2,194,000 and miscellaneous commodities $8,653,000 as compared with $3,717,000.

CANADA'S DOMESTIC EXPORTS IN MAY

Canada's domestic exports in May, 1940, advanced to $109,852,771 from $79,931,809 in May, 1939. The total during the five months ending May increased to $437,316,253 in comparison with $327,167,082 in the corresponding period of 1939. Foreign exports amounted to $910,938 in May compared with $842,319 a year ago and the total for the five months ended May was $4,773,182 as compared with $3,729,460 in the same period last year.

Some principal items of export were as follows in May with totals for May, 1939, in brackets: wheat $21,336,909 ($8,662,068); wheat flour $3,046,505 ($1,522,791); fish, $1,762,406 ($1,588,527); furs, $1,318,928 ($666,613); meats, $4,773,402 ($3,171,020); cheese, $202,400 ($768,842); planks and boards, $4,212,561 ($3,587,565); wood pulp $5,162,267 ($2,459,214); newsprint, $14,061,394 ($10,677,981); automobiles and parts $4,612.023 ($2,431,169).

Some principal domestic exports during the five months ending May follow, with corresponding figures for 1939 in brackets: wheat, $49,274,871 ($22,473,508); wheat flour $12.825.850 ($5,517,431); fish, $11,400,083 ($10,054,527); furs, $7,706,869 ($8,269,233); meats, $26,806,447 ($14,208,971); cheese, $2.781,479 ($1,283,174); planks and boards, $18,910,426 ($15,246,520); wood pulp, $20,783,109 ($11.011,475); newsprint, $53.391.239 ($41,844,875); automobiles and parts, $12,042,625 ($12,709.258).

IMPORTS OF LUMBER AND TIMBER

March, 1940, imports of lumber and timber, coming mostly from the United States, totalled 6,083,000 feet valued at $350,702 compared with 5,000,000 at $291,956 in the previous month and 5,729,000 at $263,696 in March, 1939. Included in the imports were 383.000 feet of cedar, 552,000 of gumwood, 136,000 of mahogany, 1,938,000 of oak, 1,603,000 of pine, 149,000 of poplar and 154,000 of walnut.

PRODUCTION OF LEADING MINERALS

The output of Canada's leading mineral products during the calendar year 1939 was as follows, with 1938 totals in brackets: asbestos, 264,024 (289,793) tons; cement, 5,733,925 (5,519,102) barrels; clay products, $4,429,628 ($4,536,084); coal, 15,519,464 (14,294,718) tons; feldspar, 12,931 (14,058) tons; gold, 5,092,134 (4,725,117) fine ounces; gypsum, 1,429,790 (1,008,799) tons; lime, 539,904 (486,922) tons; natural gas, 35,394,087 (33,444,791) M cu. ft.; petroleum, 7,837,503 (6,965,457) barrels; commercial salt, 253,482 (269,107) tons; silver, 22,801,858 (22,219,195) fine ounces. It should be noted that data on the production of copper, nickel, lead and zinc has been suspended for the duration of the war.

PROHIBITED EXPORTS

By Order in Council P.C. 2169, dated May 24, 1940, the exportation of rennet is prohibited.

PETROLEUM AND NATURAL GAS

The Canadian production of crude petroleum and natural gasoline in March, 1940, amounted to 570,131 barrels compared with 655,586 in February and 385,273 in March, 1939. Output during the first quarter of 1940 aggregated 1,712,576 barrels as compared with 1,276,615 in the corresponding period of 1939. Natural gas production in March totalled 3,862,351,000 cu. ft. as compared with 4,290,250,000 in February and 3,722,181,000 in March, 1939. Production during the first three months of 1940 amounted to 13,017,721,000 cu. ft. as compared with 11,955,303,000 in the first quarter of 1939.

SILVER PRODUCTION

The Canadian production of silver in February, 1940, amounted to 1,689,828 ounces compared with 1,652,681 in January and 1.281,624 in February, 1939. Production during the first two months of 1940 aggregated 3,342,509 ounces compared with 2,814,546 in the corresponding period of 1939.

FRUIT AND VEGETABLE ORDERS

Notice is given that the Minister has directed that the suspension of application of value fixed for Strawberries in respect of importation into the Provinces of Ontario and Quebec (vide Fruit and Vegetable Bulletin No. 3 (1940) Supplement No. 1) be withdrawn effective June 4, 1940, and the value fixed shall apply on and after that date. Provided that the value fixed shall not apply to importations into the above mentioned Provinces which were bona fide purchased and in transit to the purchaser in Canada on or before June 3, 1940, and entered at Customs on or before June 10, 1940.

The Minister has directed that the application of the value fixed for Cherries, imported into Canada, as per Fruit and Vegetable Bulletin No. 5 (1940), be suspended until further notice in respect of importation into the Provinces of Nova Scotia, New Brunswick, Prince Edward Island, Ontario and Quebec.

The Minister of National Revenue has directed that the application of the value fixed for Asparagus imported into Canada, as per Fruit and Vegetable Bulletin No. 2 (1940), be suspended until further notice in respect of importation into the Provinces of Manitoba, Saskatchewan, Alberta, and British Columbia, effective on entries on and after June 25, 1940.

The Minister of National Revenue has directed that the application of the value fixed for Strawberries imported into Canada, as per Fruit and Vegetable Bulletin No. 3 (1940), be suspended until further notice in respect of importation into the Provinces of Manitoba, Saskatchewan, Alberta and British Columbia, effective on entries on and after June 27, 1940.

The Minister of National Revenue has directed that the application of the value fixed for Raspberries and Loganberries imported into Canada, as per Fruit and Vegetable Bulletin No. 8 (1940), be suspended until further notice in respect of importation into the Provinces of Nova Scotia, New Brunswick, Prince Edward Island, Quebec and Ontario.

CANAL TRAFFIC IN MAY

The heaviest wheat movement in May on record, along with greatly increased tonnages of iron ore and upbound soft coal, raised the total traffic on the Sault Ste. Marie Canals, Canadian and United States locks to 9,297,320 tons in May, 1940, from 5,456,242 in May, 1939.

Although the movement of grains, except corn, was lighter than in May, 1939, large increases in coal, petroleum, gasoline, iron and corn more than offset the decreases and the total tonnage on the Welland Ship Canal increased in May this year to 2,051,029 tons from 1,323,987 a year ago.

With heavy declines in grain cargoes, woodpulp, paper, hard coal and many other commodities, the traffic using the St. Lawrence Canals dropped in May to 1,057,379 tons from 1,189,263 a year ago. The only large increase was in soft coal.

PRODUCTION OF BUTTER AND CHEESE

The Canadian production of creamery butter in May, 1940, totalled 27,248,699 pounds compared with 16,602,161 in April and 27,827,443 in May, 1939. During the five months ended May, output aggregated 73.970,814 pounds in comparison with 72,953,853 in the same period of 1939.

Cheese production in May advanced to 12,902,933 pounds from the April total of 4,845,111 pounds and the May, 1939, output of 11,217,875 pounds. The total for the first five months of 1939 was 23,755,552 pounds compared with 18,583,620 in the same period of 1939.

EXPORTS OF EGGS

A sharp advance was recorded in May, 1940, in the exports of Canadian eggs when the total was 1,187,280 dozen valued at $289,226 in comparison with 184,826 dozen valued at $41,557. The United Kingdom took 1,180,650 dozen in May this year, Jamaica 3,570 and Trinidad 2,250.

CANNED FRUIT EXPORTS

During the fiscal year, April 1, 1939, to March 31, 1940, Canadian canned fruits and vegetables were exported to the principal parts of the world. The canned fruit and vegetable exports amounted to 6,724,164 cases and 35,833 barrels, compared with 4,215,375 cases, 19,028 barrels, 5,137 bags, 970 pails, 28 casks, and 3 packages in 1938-39.

Of the canned fruits, apples headed the list, with 895,678 cases and 15,814 barrels, composed of 825,831 cases of canned apples, 28,602 cases evaporated apples, 41,100 cases and 15,814 barrels apple juice and pectin, and 145 cases of apple products. There were 121,878 cases of canned peaches exported and 614,789 cases of pears.

The tomato occupied the premier place in both fruits and vegetables, the pack in one form or another amounting to no less than 4,330,591 cases, made up of 1,836,092 cases of tomato soup, 1,100,356 cases of tomatoes, 742,996 cases tomato catsup, 436,738 cases of paste, pulp, and puree, 203,638 cases of tomato juice, and 10,771 cases of tomato products. Apart from the fact that Great Britain is the principal market for Canadian canned fruits and vegetables, Africa showed a greater liking for Canadian corn, importing 31,695 cases as against 15,559 cases to the British market, and both Africa and Asia showed a preference for Canadian pickles, Africa taking 8,699 cases and Asia 9,229 cases, although those countries ran second to Newfoundland with its import of 11,861 cases of pickles. Out of the total export of 6,724,164 cases, 35,833 barrels of all kinds of canned fruits and vegetables, Great Britain took 6,238,529 cases and 33,816 barrels.

PRODUCTION OF COAL

During the calendar year 1939, Canada produced 15,519,464 tons of coal, imported 13,884,816 tons and exported 376,203 tons. In 1938 the Canadian output was 14,294,748 tons, imports totalled 13,284,296 and exports 353,181. Production during the fourth quarter of 1939 amounted to 4,968,998 tons or 13 per cent above the output in the corresponding period of 1938.

PRODUCTION OF WOOL IN 1939

Total wool production in Canada in 1939 was 17,888,000 pounds as compared with 17,695,000 in 1938. Shorn wool production totalled 13,611,000 pounds, being 225,000 pounds greater than in 1938 due to increased yields per fleece. Production of pulled wool amounted to 4,277,000 pounds compared with 4,309,000. Cash income from the 1939 wool clip was estimated at $1,416,000 compared with $1,309,000 in 1938. Consumption of wool in Canada during 1939 was 32,300,000 pounds as compared with 29,000,000 in 1938.

HIDES AND SKINS

Hides and skins were imported in March, 1940, in considerably heavier volume, whereas the exports were curtailed sharply. Imports totalled 46,599 cwt. compared with 32,133 in March last year, while the exports were 13,222 cwt. in comparison with 59,642. The imports came largely from the United States Argentina and New Zealand, the exports going chiefly to the United States.

ASBESTOS PRODUCTION

Canadian producers shipped 21,326 tons of asbestos during February, 1940, as compared with 26,651 in January and 21,224 in February, 1939. Shipments during January and February, 1940, aggregated 47,977 tons in comparison with 40,004 in the same months of 1939.

FARM IMPLEMENTS AND MACHINERY

Canada imported farm implements and machinery in March, 1940, to the value of $2,760,635 in comparison with $1,999,859 in February, and $2,107,803 in March, 1939. Internal combustion traction engines and parts accounted for the bulk of the import, the value being $2,117,494, almost entirely from the United States.

NEWS AND COMMENT

WINNIPEG: Revenue collected at the Customs-Excise port of Winnipeg during the first two months of this fiscal year increased by $588,367 to a total of $2,221,301 compared with the same months of last year. Customs import duties totalled $904,532, increase $263,352; import sales tax $286,936, increase $54,830; import Excise tax $12,316, decrease $48,681; domestic Excise tax $712,773, increase $192,282; Excise duties $303,096, increase $126,450; sundry collections $1,648, increase $135.

MONTREAL: The number of passengers inward and outward reported through the Customs Air Harbour, St. Hubert, Quebec, during the month of May more than doubled compared with May last year. The total number carried was 3,098 as against 1,489 a year ago, an increase of 1,609. Aeroplanes inward and outward numbered 359, an increase of 58, while pieces of baggage carried totalled 3,801, an increase of 2,084. Totals in detail for May, 1940, showing comparison with the same month last year, were:—

Aeroplanes inward 180, increase 31, outward 179, increase 27; passengers inward 1,477, increase 763, outward 1,621, increase 846; pieces of baggage inward 1,872, increase 1,031, outward 1,929, increase 1,053; express parcels inward 134, increase 44, outward 37, decrease 28; bags of mail inward 495, decrease 20, weight 4,526 pounds, increase 957, outward 587, increase 116, weight 4,167 pounds, increase 1,013.

The value of importations at St. Hubert for May was $66,765 compared with $9,570 a year ago. Eleven flights inward and eleven outward were cancelled during the month owing to weather conditions. This compares with 12 inward and 16 outward cancelled during May last year.

Beginning June 14, 1940, The Boston Maine Airways, Inc., added an extra service arriving at 8.32 p.m., and leaving next morning.

TORONTO: Revenue collected at the Customs express branch, Toronto, during May amounted to $239,745, a gain of $67,482 over the same month last year. Packages received totalled 35,911, a drop of 4,859, while entries numbered 4,555, an increase of 281. At the Customs postal branch business during May increased at all points as the following figures show: collections $76,496, increase $12,064, packages received 40,347, increase 3,510, packages delivered 36,271, increase 2,579, entries 3,327, increase 264.

Fifty-three aeroplanes, inward and outward, carrying in all 63 passengers and 130 pieces of baggage were cleared through the Customs air harbour during May. Of these 37 were United States planes carrying a total of 52 passengers and 16 were Canadian carrying in all 11 passengers. During May last year aeroplanes inward and outward numbered 43, passengers 47.

MONTREAL: Business transacted at the Customs postal branch, Montreal, during May last was heavier than in May a year ago. Collections totalled $77,136, an increase of $10,757, while the number of parcels received was 27,268, increase 4,035, parcels cleared 26,836, increase 4,140, entries 2,004, increase 30. Collections at the express branch for May amounted to $200,655, an increase of $40,774. Packages received numbered 41,583, a decrease of 11,563, while entries totalled 2,985, a drop of 134.

NIAGARA FALLS: Automobiles, inward and outward, through the port of Niagara Falls during the month of May numbered 134,672. This total was made up as follows: United States cars inward 42,715, outward 43,024; Canadian cars inward 25,321, outward 23,612. Other vehicles inward totalled 2,066, outward 2,056. The total number of passengers to enter and leave was 499,504.

Sixty-day touring permits issued for cars entering Canada during May numbered 8,878, while permits issued for Canadian cars outward numbered 8,076. A total of 33,898 United States cars was entered for short stays of 48 hours or less. Buses inward totalled 1,142, outward 1,139.

These totals represent decreases in the volume of traffic at all points compared with traffic figures for May last year, with the exception of "other vehicles," the number of which both inward and outward increased slightly.

STOCKS OF UNMANUFACTURED TOBACCO

Stocks of unmanufactured tobacco on hand in Canada at the end of March, 1940, totalled 115,651,643 pounds, including 109,888,229 pounds of Canadian tobacco and 5,763,414 imported tobacco. Domestic tobaccos included 81,656,675 pounds of flue-cured, 17,078,434 of burley, 2,732,043 of dark, 6,379,771 of cigar leaf, 1,597,797 of large pipe and 443,509 of small pipe. Flue-cured tobacco accounted for more than half of the imported tobacco. The stocks of unmanufactured tobacco on hand on March 31, 1939, aggregated 107,809,752 pounds.

IMPORTS OF TEA AND COFFEE

Canada imported 4,109,664 pounds of tea in April, 1940, valued at $1,120,630 in comparison with 7,898,589 at $1,861,275 in April, 1939, British India, Ceylon, Japan and British East Africa were amongst the chief contributors. Coffee imports totalled 3,658,390 pounds valued at $335,170 compared with 2,474,978 at $22,660 in April, 1939.

PRODUCTION OF NICKEL IN 1939

The quantity of nickel produced from Canadian ores during 1939 was the greatest in the history of the industry, amounting to 226,105,865 pounds valued at $50,920,305 compared with 210,572,738 pounds worth $53,914,494 in 1938. Almost the entire production in 1939 originated in the nickel-copper ores of the Sudbury district, Ontario, and represented the recovery of the metal in the refined state, in oxides and salts and in matte exported. In addition to the nickel obtained from the Sudbury ores, there is a relatively small quantity of the metal recovered annually in the treatment of silver-cobalt ores from the Cobalt district of Northern Ontario.

EXPORTS OF FARM IMPLEMENTS

Farm implements and machinery exports in May, 1940, advanced to $1,360,000 from $1,022,000 in May, 1939. Shipments to the United Kingdom were valued at $529,000 compared with $164,000 and to the United States $231,000 compared with $295,000.

QUESTION BOX AND LETTER BAG

Regarding Form B-1

H. S. M. Kemp, Cashier and Computing Clerk at Prince Albert, Sask., writes:—

I am not in agreement with Mr. King's suggestion that the name of the importer be shown in the centre of Form B 1 at the top. Registers of Importers and Exporters are usually posted after the entries are bound in folders of fifty; and, thus bound, the invoices, C. I's, etc., are naturally pinned to the centre of the form. If Mr. King's suggestions were adopted, it would necessitate the removal of all these documents before the name of the importer could be revealed.

Furthermore, entries appear in the Cash Book before they appear in the Importers Index. It is often necessary to refer to an entry before such posting occurs. The recourse, then, is to find the particular entry by name in the cash book. If the second of Mr. King's suggestions were adopted and the name of the importer *not* shown in the cash book, it would be necessary to hunt for it through a pile of unbound entries. I think that the omitting of the name of the importer in the cash book would result in more work than the action might save.

While on the matter of the cash book, are both spare columns required after the one headed " Total "? The space allowed for the name of the importer is rather meagre, but it could be enlarged by the discarding of one of these spare columns.

JUST AMONG OURSELVES

JUNE-JULY

ADDITIONS

NOVA SCOTIA

HALIFAX: William Blackman, Customs Excise Clerk; R. M. Moran, Customs Excise Clerk.

NORTH SYDNEY: T. E. Campbell, Customs Excise Clerk.

QUEBEC

MONTREAL: J. E. L. Duchesne, Office Boy; J. A. Hammond, Office Boy; R. L. Ward, Office Boy.

QUEBEC: R. Carrier, Clerk, Grade 1; C. E. Renaud, Customs Excise Clerk.

ONTARIO

OTTAWA: G. M. D. Claus, Customs Excise Clerk.

TORONTO: B. E. Harmer, Customs Truckman; S. R. Thiffault, Clerk, Grade 1.

BRITISH COLUMBIA

CRANBROOK (Kingsgate): Joseph Brogan, Customs Excise Examiner, Grade 1 Outport.

VANCOUVER: A. B. Evers, Office Boy; G. P. Wayne, Office Boy.

ADMINISTRATIVE

E. L. Bruer, Stenographer, Grade 1; Jack Levine, Clerk, Grade 2; Paul Radford, Office Boy.

INVESTIGATION—DRAWBACKS

NOVA SCOTIA

HALIFAX: Eugene Denton, Clerk, Grade 1 (with knowledge of shorthand and typing).

DEDUCTIONS

ONTARIO

WINDSOR: H. J. Murphy, Stenographer, Grade 2, resigned; R. A. Damude, Clerk, Grade 1, services terminated.

MANITOBA

WINNIPEG: S. Carberry, Customs Express or Postal Superintendent (Retired); J. E. Davies, Customs Express and Postal Cashier (Retired); G. C. Haines, Express and Postal Computing Clerk (Resigned).

BRITISH COLUMBIA

CRANBROOK (Kingsgate): M. E. Olsen, Customs Excise Examiner, Grade 1 Outport (Resigned).

ADMINISTRATIVE

H. P. Kirsch, Stenographer, Grade 1 (services terminated); M. S. Malloch, Stenographer, Grade 1 (Reassigned to another Department); W. A. Matheson, Clerk, Grade 4 (Deceased);

UNDERVALUATION

ONTARIO

TORONTO: Henry Catlow, Special Customs Excise Officer, Grade 3 (Retired).

PROMOTIONS

QUEBEC

ROCK ISLAND: J. A. R. Rodrigue, from Customs Excise Examiner (Seasonal) to Customs Excise Examiner.

SHERBROOKE: J. A. Gagne, from Customs Truckman to Customs Excise Examiner.

ONTARIO

TORONTO: T. B. Elliott, from Clerk, Grade 1, to Clerk, Grade 2; L. H. Gray, from Clerk, Grade 1, to Clerk, Grade 2.

MANITOBA

WINNIPEG: G. A. Matheson, from Gauger to Customs Appraiser, Grade 3; J. G. Matheson, from Senior Computing Clerk to Customs Express or Postal Superintendent.

ALBERTA

CALGARY: Leslie Hatch, from Express and Postal Computing Clerk to Computing Clerk.

EDMONTON: Thomas Deacon, from Express and Postal Computing Clerk to Senior Customs Excise Clerk.

BRITISH COLUMBIA

VANCOUVER: E. M. Armitage, from Stenographer, Grade 1, to Stenographer, Grade 2; P. H. Lowes, from Customs Truckman to Customs Excise Examiner.

PROMOTIONS AND TRANSFERS

MANITOBA

D. Thorburn, from Sub-Collector of Customs and Excise, Grade 1 Outport, Winnipeg (Portage la Prairie) to Express and Postal Computing Clerk, Winnipeg.

YUKON TERRITORY

T. A. M. Haney, from Customs Excise Examiner (Yukon) Dawson, to Sub-Collector of Customs and Excise (Yukon), White Horse (White Pass, B.C.).

UNDERVALUATION

H. E. Ball, from Assistant Investigator of Values, New York, N.Y., to Inspector of Customs and Excise, Grade 2, Toronto.

TRANSFERS

YUKON TERRITORY

F. Cederberg, from Sub-Collector of Customs and Excise (Yukon), White Horse (White Pass, B.C.), to Customs Excise Examiner (Yukon), Dawson.

DISMISSALS

ONTARIO

WINDSOR, ONT.: W. E. Fletcher, Senior Customs Excise Examiner; L. C. Gough, Customs Excise Examiner; N. J. LePain, Customs Excise Examiner; E. J. Mansell, Customs Excise Examiner· H. J. Smith, Customs Excise Examiner.

COMPARATIVE STATEMENT OF CUSTOMS AND EXCISE REVENUE RECEIVED DURING THE MONTH OF JUNE, 1939 AND 1940

—	1939	1940	Increase	Decrease
	$ c.	$ c.	$ c.	$ c.
CUSTOMS DUTIES	7,836,643 72	12,013,058 17		
Less Refunds and Drawbacks	884,747 26	1,287,561 44		
Net	6,951,896 46	10,725,496 73	3,773,600 27	....
EXCISE TAXES	12,588,156 32	16,825,504 21		
Less Refunds and Drawbacks	389,396 19	358,752 45		
Net	12,198,760 13	16,466,751 76	4,267,991 63	....
EXCISE DUTIES	4,798,466 02	6,898,562 29		
Less Refunds and Drawbacks	32,805 52	17,765 69		
Net	4,765,660 50	6,880,796 60	2,115,136 10	....
SUNDRY COLLECTIONS	43,009 81	57,143 18		
Less Refunds	87	58 00		
Net	43,008 94	57,085 18	14,076 24	....
Net Totals	23,959,326 03	34,130,130 27	10,170,804 24	
Net Increase	....	....	10,170,804 24	

TOTALS FOR THREE MONTHS

—	1939-40	1940-41	Increase	Decrease
	$ c.	$ c.	$ c.	$ c.
CUSTOMS DUTIES	22,639,038 88	35,050,973 52		
Less Refunds and Drawbacks	2,542,784 36	3,415,244 36		
Net	20,096,254 52	31,635,729 16	11,539,474 64	....
EXCISE TAXES	30,451,506 69	40,567,252 88		
Less Refunds and Drawbacks	1,065,937 93	978,989 85		
Net	29,385,568 76	39,588,263 03	10,202,694 27	....
EXCISE DUTIES	13,370,585 69	21,549,353 11		
Less Refunds and Drawbacks	173,634 58	239,240 04		
Net	13,196,951 11	21,310,113 07	8,113,161 96	....
SUNDRY COLLECTIONS	120,798 26	147,213 24		
Less Refunds	4 62	83,25		
Net	120,793 64	147,129 99	26,336 35	....
Net Totals	62,799,568 03	92,681,235 25	29,881,667 22	
Net Increase	....	....	29,881,667 22	

COMPARATIVE STATEMENT OF INCOME TAX REVENUE RECEIVED DURING THE MONTH OF JUNE 1939 AND JUNE 1940

—	June, 1939	June, 1940	Increase	Decrease
	$ c.	$ c.	$ c.	$ c.
Net Collections	4,160,901 33	5,699,983 99	1,539,082 66	....

TOTALS FOR THREE MONTHS

—	1939-40	1940-41	Increase	Decrease
	$ c.	$ c.	$ c.	$ c.
Net Collections	93,820,442 91	117,891,133 84	24,070,690 93	....

INCOME TAX COLLECTIONS BY DISTRICTS

Comparative statement of net collections by districts received during the months April to June inclusive, of the Fiscal Years 1939-40 and 1940-41. (Decrease marked *)

Districts	1939-40	1940-41	Increase or Decrease	Districts	1939-40	1940-41	Increase or Decrease
Charlottetown	292,673 30	379,273 16	86,599 86	Fort William..	280,804 45	436,758 87	155,954 42
Halifax.......	1,330,091 51	2,226,861 19	896,769 68	Winnipeg......	2,754,759 66	3,591,235 43	836,475 77
Saint John....	987,746 93	1,315,540 64	327,793 71	Regina........	227,351 82	324,033 04	96,681 22
Quebec........	983,924 38	1,483,535 32	499,610 94	Saskatoon.....	130,746 25	234,625 50	103,879 25
Montreal......	25,897,452 35	32,706,728 10	6,809,275 75	Calgary.......	1,270,720 68	1,435,266 15	164,545 47
Ottawa........	4,724,132 90	5,902,755 81	1,178,622 91	Edmonton....	418,253 97	547,424 60	129,170 63
Kingston......	279,037 34	273,804 50	*5,232 84	Vancouver....	5,754,610 82	8,651,575 98	2,896,965 16
Belleville.....	460,032 17	724,356 55	264,324 38	Yukon........	63,822 99	143,199 52	79,376 53
Toronto.......	33,339,740 18	40,328,918 45	6,989,178 27				
Hamilton.....	5,940,967 24	8,019,516 79	2,078,549 55	Total.....	93,820,442 91	117,891,133 84	24,070,690 93
London.......	8,683,573 97	9,165,724 24	482,150 27				

The National Revenue Review

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INCOME TAX COLLECTIONS BY DISTRICTS

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Department of National Revenue

Minister of National Revenue
Col. the Honourable C. W. G. GIBSON, K.C.

Commissioner of Customs, H. D. Scully
Commissioner of Excise, David Sim
Commissioner of Income Tax, C. F. Elliott, K.C.
Assistant Commissioner of Customs, L. F. Jackson
Assistant Commissioner of Excise, V. C. Nauman
General Executive Assistant, P. L. Young

The National Revenue Review

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The Right Hand of Fellowship

THE Department of National Revenue extends a hearty welcome to its new Minister, Colonel the Honourable C. W. G. Gibson, K.C. He succeeds the Honourable J. L. Ilsley, K.C., who for nearly five years was its Minister, and whose many eminent qualities commanded the highest respect and admiration of the staff from coast to coast. Mr. Ilsley succeeds Colonel Ralston as Minister of Finance. In welcoming Colonel Gibson, the staff of the three Divisions of the Department—Customs, Excise, and Income Tax—assures him of its continued determination to put forth every effort in these troubled days. National Revenue officers throughout the Dominion extend to their new Minister the right hand of fellowship.

Left his Wife Behind

THE following story was contributed to the REVIEW by W. G. Stamp, Collector at Fort Erie:—

At the Peace Bridge, during the early hours of an evening in the latter part of June, a well-dressed man stepped into the Customs Office, glanced around and requested an official to direct him to the officer in charge. Having been brought to this officer, the man lowering his voice, inquired "How can I get out of here with the least fuss?" Naturally, the officer desired an explanation. The man hesitated for a moment, then, his self-confidence appearing to be restored, he related his story.

"Gentlemen", said he, "I am a victim of circumstances and absent-mindedness, and you are now about to learn one of the reasons for a slight decrease this season in the number of visitors from the United States to your country.

"Accompanied by my son in the front seat, and my wife, who was in the rear seat of our automobile, we entered here about two hours ago on our way to the place in Canada where we have spent our annual vacation for a number of years. After receiving your permit for the automobile and our fishing equipment, we proceeded to a nearby gasoline station to replenish our supply for the drive ahead of us. The attendant in charge was a very courteous person. I paid him for the service, and thinking of the good fishing which I expected upon our arrival at our destination, my son and I got into the car and immediately drove off. After driving some 15 miles and thinking it was unusually quiet in the back seat, I looked around with the intention of saying something to my wife, but imagine my surprise when I found that the seat was empty. I realized that she must have been left behind at the gasoline station, so I retraced the route over which I had driven and at last arriving at the gasoline station, there stood my wife. She very promptly told me just what she thought of the whole affair, saying that I might continue the trip, but for herself, she was going back home. Excuses, apologies and entreaties were of no avail, and so I think I had better call off my vacation for this year and return with my wife and endeavour to establish peace and harmony in my home once again. This is the reason why I wish to be advised regarding the simplest and most direct manner in which I may quietly depart on our return journey."

Promoted

THE Commissioner of Income Tax advises the Review that W. G. Skinner, C.A., has been promoted to Inspector of Income Tax for the Edmonton District, effective June 10, 1940.

Goods Brought in by Returning Canadians

DURING June, the last month that Canadians could enter the United States without passports, imports of goods brought in by returning Canadians free of duty under the one hundred dollars exemption clause provided in the Customs Tariff, were valued at $665,051, a decrease of $173,965 compared with June last year. Of this total, imports from the United States alone were valued at $661,001 for June this year, and for June, 1939, at $809,927. Imports in detail from all countries, with total for the United States alone in brackets, were: clothing $316,602 ($314,779), furniture and household appliances $89,365 ($88,437), boots and shoes $76,587 ($76,489), radios $49,377 ($49,347), automobile tires and tubes $7,952 ($7,952), automobile accessories $5,306 ($5,306), miscellaneous commodities $119,862 ($118,691).

Goods valued at $3,216,654 were brought into Canada free of duty under the exemption clause by returning Canadians during the first six months of this calendar year. This shows a drop of $821,314 compared with the same period of last year. Goods from the United States alone were valued at $3,187,598, the remainder, $29,056, coming from various other countries. Clothing imports, valued at $1,586,195 of which amount $1,573,670 came from the United States, comprised nearly fifty per cent of the total imports. The second largest item was furniture and household appliances valued at $403,945, of which the States supplied $398,689. Boot and shoe imports totalled $336,182, all, with the exception of $1,062, coming from the States. Likewise radio imports valued at $221,615 all came from across the line with the exception of $374. Automobile tires and tubes worth $33,896, and automobile accessories worth $24,833 came from the United States. Other articles brought in were classified as miscellaneous commodities and were valued at $609,988, all coming from across the border with the exception of $9,839.

Of Interest to United States Hunters

REGULATIONS have been established under which visiting tourists may bring their guns to Canada for hunting, gun club or trap shooting. By Order in Council passed under the authority of the Defence of Canada Regulations some time ago aliens were not permitted to carry firearms in Canada or have them in their possession. As all tourists visiting Canada fall within this category the hardship imposed on many welcome visitors whose habit it has been for years to shoot in Canada's hunting grounds annually has been removed by an amending Order in Council which grants authority to the Commissioner of the Royal Canadian Mounted Police to grant individual permits after investigation.

The regulations made public to-day provide that intending hunters or others who wish to bring their firearms to Canada (and a reasonable supply of ammunition therefor) are required to apply in advance by letter or wire to the Commissioner of Customs or the Commissioner. Royal Canadian Mounted Police, Ottawa, giving name, address, occupation, purpose and duration of visit, destination in Canada, description, make and serial number of each firearm and the Canadian frontier port of arrival. This application will be referred to and considered by the R.C.M.P. and the bona fides of the applicant having been satisfactorily established, a permit in duplicate will be forwarded to the Collector of Customs at the Canadian frontier port designated in the tourist's application, by whom it will be delivered to the tourist on his arrival.

Guns admitted under this arrangement must be exported. Ammunition imported for use therewith will be dutiable. No permits will be granted for automatic firearms, nor will firearms or ammunition be admitted as traveller's samples. The firearms permit issued by the

R.C.M.P. will not operate as a hunting permit, which must also be obtained from the Provincial authorities as usual. Visitors who arrive at the frontier with firearms for which no firearms permit has been obtained in advance from Ottawa will have to leave their guns at Customs until the requisite permit has been obtained, unless they are willing to wire their application with full particulars and allow their firearms to go forward by express in bond to the Customs port at or nearest their destination to which they may also proceed and to which the permit, if and when granted, will be mailed.

Banff-Jasper Highway

WITH the opening of the Banff-Jasper Highway recently one of the most ambitious of Canada's scenic highway projects was completed. The new road provides a direct link between the great mountain playgrounds of Banff and Jasper National parks in Alberta, shortening the distance between the resorts of Banff and Jasper to 186 miles instead of a 511-mile drive required by previous motor routes. The new highway enables motorists to pass through a mountain fastness formerly impenetrable except by saddle-horse and pack-train, and opens up regions of unrivalled beauty and scenic grandeur.

Designed to provide safe mountain motoring, the road follows level stretches of valley and climbs or descends mountain sides in smooth, gentle curves. The minimum road width is 18 feet, but the actual travel way is generally wider, especially on curves. The average maximum grade is eight per cent and it does not reach ten per cent at any point. Along the highway facilities provided for the convenience of the travelling public include modern chalets, auto bungalow camps, public campgrounds, and picnic grounds with outdoor fireplaces.

Some of the highlights of a motor drive over this colourful mountain road include Bow Lake, Mistaya and North Saskatchewan River Valleys, Sunwapta Pass, Athabaska Glacier, Sunwapta Falls, and Athbaska Lookout. The highway passes within a few hundred feet of Athabaska Glacier, the second largest ice tongue to issue from the huge Columbia Icefield, the greatest body of ice south of the Arctic Circle.

In addition to uniting two of Canada's great national parks, the new mountain road connects with the main highway systems of Canada and the United States, and gives motorists from all parts of the continent access to the rugged grandeur of the territory nestling beneath and paralleling the line of the main peaks of the Canadian Rockies.

Air Traffic Increased

SUBSTANTIAL gains were made in the volume of international air traffic through the Customs Air Harbour, St. Hubert, Quebec, during the month of June this year compared with June, 1939. The number of aeroplanes inward and outward increased by 52 to a total of 378, passengers increased by 1,370 to a total of 3,324, while the number of pieces of baggage carried increased by 1,762 to a total of 4,216. Totals in detail for June, 1940, showing comparison with the same month last year, were as follows:—

Aeroplanes inward 191, increase 30, outward 187, increase 22; passengers inward 1,605, increase 697, outward 1,719, increase 673; pieces of baggage inward 2,050, increase 906, outward 2,166, increase 856; express parcels inward 116, increase 26, outward 26, decrease 42; bags of mail inward 510, increase 4, weight 4,235 pounds, increase 598, outward 568, increase 30, weight 3,532 pounds, increase 329.

The value of importations for June was $10,670 as against $7,876 a year ago. Seven flights inward and 8 outward were cancelled during the month owing to weather conditions. This compares with 7 inward and 7 outward cancelled in June last year.

Departmental Rulings

THE U.S. No. 1 Improved Hand and Weight Feed Milling Machine, manufactured by the United States Machine Tool Co., Cincinnati, Ohio, at the present time is held to be of a class or kind made in Canada and dutiable at 25 per cent ad valorem, Item 427, under the Canada-United States Trade Agreement.

Combination Conveyer Piler, manufactured by the Standard Conveyor Company, St. Paul, Minn., at the present time is held to be of a class or kind made in Canada and dutiable at 25 per cent ad valorem, Item 427, under the Canada-United States Trade Agreement.

Silver Burnishing Machine, manufactured by Paul F. Kraeft, Jersey City, N.J., at the present time is held to be of a class or kind not made in Canada and admissible at 10 per cent ad valorem, Item 427a, under the Canada-United States Trade Agreement. Motor—Item 445g.

" Edson " Diaphragm Trench Pump, manufactured by the Edson Manufacturing Corporation, South Boston, Mass., hand-operated, at the present time is held to be of a class or kind made in Canada and dutiable at 25 per cent ad valorem, Item 427, under the Canada-United States Trade Agreement.

Brake Drum Stub Lathe, manufactured by the Sundstrand Machine Tool Co., Rockford, Ill., at the present time is held to be of a class or kind not made in Canada and admissible at 10 per cent ad valorem, Item 427a, under the Canada-United States Trade Agreement. Motor—Item 445g.

" Lempco " Surfacing Machine, manufactured by Lempco Products, Inc., Bedford, Ohio, for resurfacing motor cylinder heads, cylinder blocks and clutch plates, at the present time is held to be of a class or kind not made in Canada and admissible at 10 per cent ad valorem, Item 427a, under the Canada-United States Trade Agreement. Motor—Item 445g.

Sliding Head Sensitive Floor Drill, Model C-O No. 5000F, manufactured by Canedy-Otto Manufacturing Company, Chicago Heights, Ill., for drilling holes up to $\frac{3}{8}''$, at the present time is held to be of a class or kind not made in Canada and admissible at 10 per cent ad valorem, Item 427a, under the Canada-United States Trade Agreement. Motor—Item 445g.

"Made in Canada" Rulings

IN connection with the administration of Tariff Item 208t, you are advised that the chemical listed below, a synthetic oestrogenic substance, is now of a kind made in Canada.

Stillboestrol (Dihydroxy-Alphabetadiethylstilbene)

In accordance with the Government's undertaking to give " adequate notice " to parties concerned, this Memorandum is to be effective three weeks from the date hereof, viz. July 15, 1940.

Referring to Appraisers' Bulletin No. 3979 dated November 23, 1932, you are advised that 2″ O.D. Seamless Steel Boiler Tubes should be added to the sizes of a class or kind now made in Canada.

In accordance with the Government's undertaking to give " adequate notice " to parties concerned, this Memorandum is to be effective three weeks from the date hereof, viz. July 2, 1940.

It will be noted that $2\frac{1}{4}''$ O.D. Seamless Steel Boiler Tubes have already been ruled of a class or kind made in Canada.

The Intermediate Tariff Extended to Paraguay

BY Order in Council (P.C. 2684), dated June 20, 1940, the benefit of the Intermediate Tariff is extended to products originating in and coming from the Republic of Paraguay, when conveyed without transhipment from a port of Paraguay or from a port of a country enjoying the benefit of the British Preferential or Intermediate Tariff into a Customs port of Canada, effective June 20, 1940, the date of publication in the *Canada Gazette.*

Invoices of goods for entry under the Intermediate Tariff shall be certified to as to origin, quantity, value and other particulars as prescribed by the Customs Regulations. The Certificate of Origin shall be in form similar to the Certificate " A " (Form M-A), vide Memorandum Series D 43 and Supplements thereto.

Until September 20, 1940, Certificate " M " may be accepted, provided Collectors are satisfied that the goods comply with the provisions of Form " M-A " as to content and the regulations have been otherwise complied with.

This Order in Council shall apply to goods imported or taken out of warehouse for consumption on and after June 20, 1940, and to goods previously imported for consumption for which no entry for consumption was made before that date.

Foreign Exchange Control Board

SUBSECTION (*b*) (vi) of Section 8 of the Instructions to Collectors of Customs and Excise, as contained in Memorandum W. M. 2 Revised, is cancelled and the following is substituted therefor:—

> (vi) Goods of a value not exceeding $5 exported for payment in Canadian dollars and for other property other than securities of a value not exceeding $5 per shipment exported by mail, express or freight, provided the total value does not exceed $100, U.S. or £25 per shipper per month.

Subsection (*c*) of Section 8 of the Instructions to Collectors of Customs and Excise is amended by adding the following:—

> (iv) The importation of periodical publications.

Prohibited Exports

BY Order in Council (P.C. 2666), it was ordered that licences for the export from Canada of fish livers, fish oils, fish liver oils and fish visceral oils shall be withheld unless approved by the Wartime Prices and Trade Board.

Collectors and transportation companies are instructed that no fish livers, fish oils, fish liver oils and fish visceral oils shall be accepted for shipment or released for export unless accompanied by Foreign Exchange Control Board Form B stamped " Approved on behalf of the Wartime Prices and Trade Board " and signed by an officer duly authorized by the Board.

All applications for permission to export fish livers and fish oils should be forwarded direct to the Wartime Prices and Trade Board, 107 Sparks Street, Ottawa, on Foreign Exchange Control Board Form B.

This memorandum supersedes WM No. 23.

By Order in Council (P.C. 2833), dated June 27, 1940, it is provided that no person shall export any goods to France, French Colonies, Protectorates or Territories under French Mandate, without first having obtained a permit issued by or on behalf of the Minister of National Revenue.

Application forms for permission to export goods to the countries referred to may be obtained on application to the Department direct.

Travel in Western National Parks

INCREASES in attendance for the three-month period ended June 30, 1940, as compared with the corresponding period a year ago, were recorded in every national park in Western Canada. A total of 206,446 persons entered the whole Dominion parks system as against 171,591 in the same months in 1939, a net increase of 34,855 or 20 per cent.

Tourist travel to the mountain national parks in Alberta increased by 27 per cent, with a total of 106,789 visitors compared with 83,537 in April, May and June of last year. Banff National Park led the way with a record attendance of 49,667 as against 43,844. Attendance at Jasper National Park increased by more than 100 per cent, with many of the Banff visitors making the trip to Jasper over the new Banff-Jasper Highway which was opened to traffic on June 15 last. Waterton Lakes National Park—the Canadian section of the Waterton-Glacier International Peace Park—had 22,549 visitors, an increase of 8,162; Kootenay National Park was visited by 12,335 persons as against 10,073; an attendance at Yoho National Park totalled 10,418 compared with 9,883 a year ago.

Elk Island National Park, located about thirty miles east of Edmonton, Alberta, had 11,562 visitors compared with 7,568 in the three months ended June 30, 1939. Traffic to Prince Albert National Park in Saskatchewan increased by 43 per cent, and at Riding Mountain National Park in Manitoba, the attendance reached unprecedented heights with a total of 41,330 visitors, an increase of almost 70 per cent.

Where Houses Straddle the Border Line

WHERE in the world outside of Canada could one find inhabited houses straddling the line between two separate countries? " Line houses " are found in that international community known in Canada as Rock Island, Quebec, and in the United States as Derby Line, Vermont. This good-sized community has grown up helter-skelter over the invisible border. It is quite questionable how many of the natives of that district can tell exactly where the line runs. So if one desired to study international buildings, and the odd quirks they give to the administration of Customs and Immigration laws, no better locality could be offered than the towns mentioned.

Here are houses built at such various angles across the boundary line that the families living in them lead a sort of international existence, with a part of their household activities taking place in Canada, and the balance in the United States. Naturally such situations often cause amusing incidents. Under certain conditions, while it would be quite legal to serve beverages stronger than tea or coffee in one side of the house, it might be strictly against the law to do so in the other side. Again, cigarettes made in the United States, not duty-paid into Canada, could be served in some rooms of those houses but would be contraband in the other rooms.

Even the citizenship of babies born in such " line houses " rests on the attending doctor's certificate, for he, in addition to his medical qualifications, must be somewhat of a surveyor to be able to certify where the line runs.

And so, quite naturally, both Canadian and United States Customs and Immigration officers located at this point, are often asked questions that are real posers. One of that order that is asked frequently of the Canadian Customs officers is whether persons residing in houses that " straddle " the line could drive United States automobiles. This problem was finally solved by taking into consideration the legal domicile of a person so housed as interpreted by the Immigration Services. Thereby a Canadian family moving from a point in Canada into a " line house " would not be considered to have lost their Canadian domicile until they had paid their head tax and entered themselves formally through the United States immigration office. Similarly, a United States resident would not be considered as domiciled in Canada unless he had after moving into a " line house " regularly entered himself through the Canadian Immigration office.

Not only houses, however, are built exactly over the line but many other types of building. For instance, there is a large factory, a community library, an opera house, an express company office, a furniture repair shop, and there are a couple of stores. An interesting situation is afforded by one line building the ground floor of which is occupied by a blacksmith shop with an entrance door from the United States, whilst exactly underneath in the basement of the building is a wheelwright shop with a Canadian entrance only. Under such circumstances it is possible for a man to have his horse shod in the United States shop while his wagon is being checked over in the Canadian shop immediately below.

Necessarily, too, the towns' activities are to a great extent international. The water supply comes from the United States, the electric current from Canada, and a joint railway station in Canada serves for both the United States and Canadian towns. The Masonic Temple stands on Canadian soil, the Oddfellows Hall graces the United States side, and these organizations in common with the local Chamber of Commerce draw their members from both countries. The same may be said also from the church congregations, and the flags of both countries are prominently displayed at most public functions. On those rare occasions when fire breaks out in one town the fire department of the neighbouring town, even though in a different country, either assists or stands ready to do so if required.

Needless to say the daily and close contacts made by the public of these two towns of Rock Island and Derby Line have served to deepen the international spirit and co-operation and good-will.

Another interesting example of close co-operation of towns on opposite sides of our friendly border is that of St. Stephen and Milltown, New Brunswick, and Calais, Maine, which face each other across the St. Croix river. These three towns enjoy an international aspect that is unique. A few miles up stream is a power development on international waters. The powerhouse and residences are in United States territory, and until a few years ago the only method of entrance or exit to this settlement was by crossing the stream bed below the dam and entering Canada, and by driving nine miles through Canadian territory, reaching United States soil again at Calais.

Calais is the eastern terminus of the Main Central Railroad which has a branch line running along the United States side of the St. Croix river to Woodland, about eleven miles away. The railroad, about midway of this branch line, leaves United States territory and crosses the river into Canada, where it continues for about three miles, again entering Maine just below the town of Woodland, its northern terminus.

The various industries of the three towns derive their power from international waters, and electric energy generated at Milltown is transported by transmission line through the United States territory for about fifteen miles, thence by underwater cable to the town of St. Andrews, which is twenty-two miles down river from the source of energy. Industries and homes in St. Stephen using gas for heating and other purposes, secure their supply of this commodity from a plant situated in Calais, the supply being piped across from that place.

The water supply of the combined towns originates in a plant owned by the town of St. Stephen, and is piped through that town and across to Calais, where it is sold to a company for distribution. This American company in turn sells to the city of Calais and to Milltown, and uses its own pipe line in both towns on the American and Canadian sides of the boundary.

In connection with fire fighting arrangements and equipment, these three towns are also exceptional, in that, for an alarm in St. Stephen or Calais, both departments respond and for an alarm in Milltown or the northern district of Calais, both departments there respond. In the case of a general alarm in either section, all four departments respond and this without any monetary arrangements between municipalities.

The St. Croix river, the dividing line between the two countries, freezes over in winter and shipping ceases unless it becomes necessary to break the ice to allow coal boats to discharge cargo. One winter, several years ago, there was an exceptional demonstration of the international aspect when a United States coastguard boat was engaged in opening this international boundary river so that a Norwegian steamer could discharge Welsh coal at a Canadian dock for immediate transfer to the United States for consumption in that country. It frequently happens that United States coal is discharged from a ship at St. Stephen after direct shipment from the United States and transferred to Calais by truck and highway bridges because of the fact that Calais does not possess a dock at which ocean steamers can discharge cargo.

Both Calais and St. Stephen have street decorations consisting of flags on standards which are set in sidewalk receptacles. It is the usual custom upon special days that the flags of each country are flown in both towns.

Old Barracks Now a Museum

STIRRING days in Canada's early history are recalled by the Carillon Museum at Carillon, Quebec. The conversion of the old Carillon Barracks, built about 1830, into a historical museum has been brought about through the efforts of the Historical Society of Argentueuil County with the assistance of the Dominion Government.

The immediate neighbourhood of the museum is rich in historical associations. It was here in 1660 Dollard des Ormeaux and sixteen other Frenchmen made a gallant stand for eight days against eight hundred Iroquois. A rough palisade fort is believed to have existed, and although these valiant defenders were killed to the last man, the colony at Montreal was saved. Carillon was named after Carrion du Fresnoy, an officer of the Carignan regiment, in 1670.

One of the best preserved examples of military architecture of the period of early British rule in the province of Quebec, the building is a four-storey structure, located at the foot of the Long Sault Rapids on the north bank of the Ottawa River, about seventy-five miles from Ottawa. It was erected by General Forbes, himself a veteran of the Napoleonic and Peninsular wars, for the accommodation of the Royal Engineers, a military unit detailed to this locality for the construction of the Carillon-Grenville Canal. This canal is said to have been built on the advice of the Duke of Wellington during the troubled years that followed upon the war of 1812, and it is still used in the transit of freight between Montreal and Ottawa. The archives reveal that the barracks building also saw military occupation during the rebellion of 1837-39.

The most revered traditions of the French and English sections of the population of Argenteuil County are centred around the old Carillon Barracks, and its development as a historical museum provides a lasting memorial to the stirring events with which it has been associated.

Re CHEESE EXPORTS

By virtue of the powers conferred by the regulations established by Order in Council P.C. 2138 of May 23, 1940, the Dairy Products Board has ordered that no company or individual may export cheese outside of Canada without permission from the Dairy Products Board.

Collectors and transportation companies are instructed that no cheese shall be accepted for shipment or released for export unless accompanied by Foreign Exchange Control Board Form B stamped "Approved on behalf of the Dairy Products Board" and signed by an officer duly authorized by the Board.

All applications for permission to export cheese should be on Foreign Exchange Control Board Form B, and must contain in addition to the information required on Form B, information as to the kind, style and grade of the cheese. All applications in quintuplicate must be forwarded direct to the Dairy Products Board, Ottawa.

The above order does not apply to cheese shipped to the United Kingdom by licensed exporters in the name of the Dairy Products Board.

HERE AND THERE

Many letters of enquiry from prospective United States automobile tourists are received at frontier points throughout Canada relative to information as to existing conditions as they might effect tourists. As the following letter written by J. P. St. Thomas, Collector at the port of Cornwall, Ontario, in answer to such an enquiry from a resident of Akron, Ohio, covers the principal points to be considered, it is reproduced for readers of the Review:—

Acknowledging receipt of your letter relative to your anticipated visit to our country, and asking for official information to counteract that part of wild rumours so prevalent in your country re the entry of United States citizens to this country, and their ultimate return to their home land, I beg to state that there are no grounds for the rumours as stated by you, and that all that is necessary for you to re-enter your country is proof, to your own immigration authorities, that you are a United States citizen, and, for this reason, I would advise that each of your party carry his or her birth certificate, citizenship papers, or whatever documents might be considered necessary to establish to the satisfaction of the American Immigration that you are United States citizens.

Your American dollar in this country is, and will be, worth $1.10 to you, and should you happen to be driving through any remote or quiet place in this country and have to purchase gasolene (low Test) at 25c. per Imperial gallon (not $1.50 as rumoured in your section of the country) and tender American money in exchange for same, always see to it that you are allowed your exchange rate of discount of 10 per cent. Should anything happen that you are refused this exchange, procure the name of the party so refusing you, and report them immediately to the Government. Every $100 of your money exchanged here for Canadian currency returns you $110. At any place in this country you do not have to ask for the exchange rate, but sometimes when countries are embarrassed with heavy responsibilities such as we are undergoing at present, there are bound to be unearthed some profiteers who would forget to mention that your money is worth 10 per cent more than ours at this time. But these persons are scarce, and woe be to them if our Government learns that they refuse this rate of exchange.

I would like to take this opportunity of welcoming, on behalf of our Government of Canada, yourself and friends who are anticipating coming to Canada, and would kindly ask you, that, not only as a favour to Canada, but also as a help for your many American friends who might be anticipating such a visit, that you notify your press with instructions to them to notify others in the vicinity of Akron, that the purport of any such wild rumours as you have heard of late are pure nonsense designed only to disturb the tranquillity of peace-loving citizens.

This country of ours will welcome as many of your citizens as we can possibly receive, and, you may rest assured, that, not only will your entry this year be more enjoyable, but, also more profitable to yourself and party.

Please remember to take along with you, as explained above, means of identification of your birth, in order to facilitate your re-admittance to your own country, and, rest assured that you will see Canada this year more beautiful in its every phase.

The following editorial which appeared in *The Detroit Fress Press* recently is very timely:—

All Clear Again—Because their nation is at war, many Canadians find it difficult or impossible to come to the United States just now. But the summer attractions and roads of the Dominion remain wide open to citizens of this country, and the government in Ottawa welcomes them gladly as guests.

And now that the first confusion is over, getting back home will be simple, as always. No birth certificates, passports or other documents will be required. It will be prudent to carry personal papers establishing the right to re-enter the country, in order that the work of the immigration officers may be simplified. Otherwise nothing is necessary.

Canada welcomes you.

The following letter from J. Ray Davis, Commodore of the Cleveland Yachting Club, Inc., Rocky River, Ohio, was received by the *Editor* recently:—

I would like to make public acknowledgment of the fine co-operation given the Cleveland Yachting Club fleet on the occasion of our Club Cruise to Rondeau Harbour on June 8. By previous arrangement M. K. Jackson, Sub-Collector of Customs and Excise at Erieau, met our fleet at the entrance of the harbour. I appreciate Mr. Jackson's co-operation and the efficient way in which he handled the inspection of our yachts with as little inconvenience as was necessary in order to make his official inspection.

We have been particularly enthusiastic about the beauties of Rondeau Harbour and this cruise was the first time that some of our yachts had been to Rondeau. Past Commodore Arthur Knowles met our fleet at the harbour entrance with his yacht *Diana II* with Mr. Jackson on board. The *Diana* led the way through the channel to the Provincial Park dock.

Our reception certainly showed the goodwill which exists between our two countries.

NOTES OF THE EXCISE DIVISION

Excise Duty on Tobacco

On Thursday, August 1, the Excise duty of ten cents per pound on raw leaf tobacco when sold direct to the consumer, went into effect.

In order that the matter may be made quite clear, Mr. David Sim, Commissioner of Excise, has authorized the following explanatory notes:—

This duty is collected by means of stamps purchased. Sale of this raw leaf tobacco direct to the consumer may be made only by licensed Canadian raw leaf tobacco dealers, who are required to obtain licences from the Collector of Customs and Excise. The fee for such licences is two dollars.

It should be emphasized that, on and after August 1, it is an offence against the Excise Act for any person who is not a licensed Canadian raw leaf tobacco dealer to sell tobacco to the consumer public. The licensee before sales can be legally made is required to package and stamp the raw leaf, and the stamps shall be affixed to the package and cancelled by writing or printing licensee's initials thereon in such a manner as to effectually seal it so that the contents cannot be removed without breaking the stamp.

Another point to which attention is drawn is that these licensed dealers will not be required to package and stamp all of the raw leaf on hand, but will be required so to do if same is displayed on the counter, showcase or window, for sale. Stamps are provided in denominations of $\frac{1}{4}$, $\frac{1}{2}$ and 1 pound, net weight. This tobacco will only be permitted to be sold in its native state, and it is an offence against the Excise Act to stem, roll, cut, grind or process the leaf in any manner.

Stamps may be obtained by mail upon requisition entry form furnished by the Collector.

Re: Canned Fruits and Vegetables

The Minister of National Revenue, has been pleased to establish the following regulation by virtue of Sections 95 and 99 of The Special War Revenue Act, and the following supersedes and cancels all preceding regulations in this regard:

Effective June 25, 1940, persons, firms or corporations who can fruits or vegetables, whether produced from their own farm lands or not, will be held liable for payment of the consumption or sales tax if their annual production exceeds ten thousand (10,000) cans of one pound (1 lb.) each, or their equivalent.

Producers of the goods mentioned above will be required to obtain annual sales tax licences, the fee for which is $2 per annum, renewable on or before April 1 in each year.

Collectors should see that all producers of Canned Fruits or Vegetables in their survey are supplied by registered mail with a copy of this circular.

A record of the persons to whom the circular has been sent must be maintained for at least three years.

Excise Duty Collections

Comparative statement of excise duty collections, in Canada, during the months of June, 1939, and June, 1940:—

June, 1940, spirits, matured, $889,258; June, 1939, $638,037. June, 1940, spirits, unmatured, $112,527; June, 1939, $74,484. June, 1940, validation fee, $111.225: June, 1939, $16,618. June, 1940, malt, $1,571,612; June, 1939, $797,857. June, 1940, beer, $26,576; June, 1939, $29,464. June, 1940, malt syrup, $16,485; June, 1939, $12,475. June, 1940, cigars, $39,090; June, 1939, $33,488. June, 1940, cigarettes, $3,132,217; June, 1939, $2,555,418. June, 1940, manufactured tobacco, $627,069; June, 1939, $513,445. June, 1940, licences, $554; June, 1939, $205. June, 1940, total, $6,526,617; June, 1939, $4,771,494.

Comparative statement of tobaccos, cigarettes and cigars, entered for consumption, in Canada, during the months of June, 1939, and June, 1940:—

June, 1940, tobacco, cut, 2,006,929 pounds; June, 1939, 2,178,641 pounds. June, 1940, tobacco, plug, 249,201 pounds; June, 1939, 301,752 pounds. June, 1940, tobacco, snuff, 83.536 pounds; June, 1939, 88.657 pounds. June, 1940, cigarettes, number 571,268,307; June, 1939, number 657,890,220. June, 1940, cigars, number, 13,133,719; June, 1939, number 11.511,072.

Re: Florists

The Minister of National Revenue, has been pleased to establish the following regulation by virtue of Sections 95 and 99 of The Special War Revenue Act, and the following supersedes and cancels all preceding regulations in this regard:

Effective June 25, 1940, producers of flowers, flowering plants or bulbs will be required to account for the consumption or sales tax on their sales, if these exceed five hundred dollars ($500) per annum.

This regulation applies to all producers of flowers, flowering plants or bulbs, irrespective of whether they are grown on farms, in market gardens, or in greenhouses.

Producers of the goods mentioned above will be required to obtain annual sales tax licences, the fee for which is $2 per annum, renewable on or before April 1 in each year.

Collectors should see that all producers of flowers, flowering plants or bulbs in their survey are supplied by registered mail with a copy of this circular.

A record of the licensees to whom the circular has been sent must be maintained for at least three years.

Re: Green Peanuts in the Shell

The Minister of National Revenue has established the following regulation under the authority of Sections 99 and 114 of the Special War Revenue Act and Section 41 of the Customs Act, and is effective on and from July 15, 1940.

This regulation supersedes and cancels Circular No. 746-C in the same connection.

Green peanuts imported in the shell are to be valued for sales tax purposes at eight and one-half cents ($8\frac{1}{2}$c.) per pound and the tax will be collected on all importations of these goods.

Regulation Concerning Florists

The Minister of National Revenue has established the following regulation under authority of Section 99 of The Special War Revenue Act:—

Producers of flowers, flowering plants or bulbs, whose annual sales of these commodities exceed Five Hundred Dollars ($500) per annum and who sell to consumers or users only, will be required to account for the sales tax on the regular selling price to consumers or users, less a discount of fifty per cent (50%). The sales tax is to apply ON and not OF the remainder.

The sales tax applies on sales to retailers on actual selling prices, except that, where sales to retailers are at tax-included prices, the tax may be computed accordingly.

The above regulation may be considered as in effect on and from June 25, 1940.

THE DAIRY INDUSTRY ACT

Section 5 (*d*) of The Dairy Industry Act provides that no person shall import into Canada any milk or cream, or substitute therefor, which contains any fat or oil other than that of milk.

The Department has received advice from The Dairy Products Division, of the Department of Agriculture, that a product known as "Kreme o' Soy Milk" is being imported, and upon analysis this product has been found to be a milk substitute containing fat other than that of milk, and, accordingly, is an illegal product within the meaning of the Section of The Dairy Industry Act above referred to.

Collectors are, accordingly, instructed to regard this product as prohibited importation, and to report importations to the Marketing Service, Dairy Products Division, Department of Agriculture, Ottawa.

CANADIAN FURS

The value of Canada's raw fur production in the 12 months ended June 30, 1939, according to a preliminary report, was $14,206,750, an increase over the preceding year of $1,010,396, or eight per cent. The total production comprises pelts taken by trappers and pelts sold from fur farms, the value of the farm furs representing approximately 40 per cent of the whole. Silver fox, as usual, claims first place in order of value, followed by mink, and with muskrat in third place. Increases in number of pelts were also recorded of beaver, ermine, fitch, white fox, otter, skunk, and squirrel.

CANADA'S DOMESTIC EXPORTS

Canada's domestic exports in June reached a total of $110,780,230 in comparison with $76,367,281 in June, 1939. The total for the first half of 1940 was $548,096,421 as compared with $403,534,363 in the first six months of 1939. Foreign exports in June totalled $282,195 as compared with $1,202,518, while the total for the six months this year was $5,055,377 as compared with $4,931,978 a year ago.

Some principal items of export in June were as follows, with figures for June, 1939, in brackets: wheat, $11,647,372 ($9,034,986); wheat flour, $2,097,128 ($1,175,728); fish, $1,886,903 ($2,100,249); furs, $695,208 ($1,023,633); meats, $4,061,302 ($2,335,971); cheese $555,208 ($802,171); planks and boards, $6,639,534 ($4,740,663); wood pulp, $5,786,042 ($1,925,282); newsprint, $15,168,194 ($10,681,411); automobiles and parts, $7,067,675 ($2,493,233).

Six months' export of some leading commodities was as follows; wheat, $60,922,243 ($31,508,494); wheat flour, $14,922,978 ($6,693,159); fish, $13,286,986 ($12,154,776); furs, $8,402,077 ($9,292,866); meats, $30,867,749 ($16,544,942); cheese, $3,336,687 ($2,085,345); planks and boards, $25,549,960 ($19,987,183); wood pulp, $26,569,151 ($12,936,757); newsprint $68,559,433 ($52,526,286); automobiles and parts $19,110,300 ($15,202,491).

The United Kingdom was the chief purchaser, the total this year being $247,971,000 as compared with $152,801,000 in 1939. The United States was next in order at $191,849,000 as compared with $145,174,000.

Australia was the third leading market with total purchases of $18,411,000 compared with $16,712,000, followed by British South Africa at $13,124,000 against $8,567,000, France $11,924,000 against $13,619,000, Japan $6,922,000 against $14,042,000, British West Indies $6,574,000 against $5,205,000, New Zealand $4,575,000 against $8,064,000 and British India with Burma $4,055,000 against $2,414,000.

Other leading purchasers were as follows, with figures for the first half of 1939 in brackets: Straits Settlements, $2,157,000 ($1,375,000); Hong Kong $1,302,000 ($845,000); Ireland, $3,083,000 ($1,764,000); Argentina $2,939,000 ($907,000); Brazil, $2,477,000 $1,557,000); China, $1,542,000 ($1,925,000); Portuguese Africa, $1,280,000 ($599,000); British Guiana, $974,000 ($601,000); Italy $943,000 ($1,519,000); Peru, $859,000 ($494,000); Venezuela, $853,000 ($723,000).

INCREASED AIR TRAFFIC

Air travel in Canada increased by almost one hundred per cent in 1939, according to a report on civil aviation which reveals that the passenger miles flown numbered 26,107,750 miles as against 14,886,718 passenger miles in 1938. Air passengers carried during the year numbered 161,503 as against 139,806 in the preceding year, but the more marked gain in the mileage is attributed to the longer flights made possible by the inauguration of passenger service on the Trans-Canada Air Lines in 1939. Canada has long been a pioneer in freighting by air, and the provision of facilities from transcontinental air travel is significant of the advance being made in air passenger traffic.

Freight transportation by civil aircraft during 1939 showed little change, amounting to 21,253,364 pounds compared with 21,704,587 pounds in 1938. Mail carried by air totalled 1,900,347 pounds as against 1,901,711 pounds. Considerable sketching and photographing from aircraft was also carried on during the year. The area sketched in 1939 was 3,420 square miles and the area photographed, 46,344 square miles. The number of forest fires detected and reported was 181 as compared with 368 in 1938.

The principal activity of other commercial aircraft in Canada during the year was the carriage by air of freight, passenger and mail to the more remote parts of the country. The freight consisted largely of machinery and supplies for mines in the northern regions of Quebec, Ontario, the western provinces, and the Northwest Territories. Formerly accessible only by dog team or canoe, many mining areas in the north are now served by aircraft operating on regular schedules. Other activities of commercial airmen included forest fire patrols, timber cruising, air photography, and topographical survey work.

FRUIT AND VEGETABLE ORDERS

Notice is given that the Minister has directed that the suspension of application of value fixed for Raspberries and Loganberries in respect of importation into the Provinces of Ontario and Quebec (vide Fruit and Vegetable Bulletin No. 8 (1940) Supplement No. 1) be withdrawn effective July 3, 1940, and the value fixed shall apply on and after that date.

Provided that the value fixed shall not apply to importations into the above mentioned Provinces which were bona fide purchased and in transit to the purchaser in Canada on or before July 2, 1940, and entered at Customs on or before July 9, 1940.

Notice is given that the Minister has directed that the suspension of application of value fixed for Cantaloupes and Muskmelons in respect of importation into the Provinces of Ontario and Quebec (vide Fruit and Vegetable Bulletin No. 11 (1940) Supplement No. 1) be withdrawn effective July 24, 1940, and the value fixed shall apply on and after that date.

Provided that the value fixed shall not apply to importations into the above mentioned Provinces which were bona fide purchased and in transit to the purchaser in Canada on or before July 23, 1940, and entered at Customs on or before August 2, 1940.

The Minister has directed that the application of the value fixed for Plums imported into Canada, as per Fruit and Vegetable Bulletin No. 10 (1940), be suspended until further notice in respect of importation into the Provinces of Nova Scotia, New Brunswick, Prince Edward Island, Quebec and Ontario.

The Minister has directed that the application of the value fixed for Carrots imported into Canada, as per Fruit and Vegetable Bulletin No. 6 (1940), be suspended until further notice in respect of importation into the Provinces of Manitoba, Saskatchewan, Alberta and British Columbia, effective on entries on and after July 29, 1940.

The Minister has directed that the application of the value fixed for Raspberries and Loganberries imported into Canada, as per Fruit and Vegetable Bulletin No. 8 (1940), be suspended until further notice in respect of importation into the Provinces of Manitoba, Saskatchewan, Alberta and British Columbia, effective on entries on and after July 30, 1940.

The Minister has ordered that the fixed valuation for duty purposes on Strawberries, as set forth in Fruit and Vegetable Bulletin No. 3 (1940), be cancelled effective on entries on and after August 1, 1940.

The Minister has directed that the application of the value fixed for Cherries imported into Canada, as per Fruit and Vegetable Bulletin No. 5 (1940), be suspended until further notice in respect of importation into the Provinces of Ontario and Quebec, effective on entries on and after August 2, 1940.

BACON AND HAM FOR U.K.

Exports of Canadian bacon and hams to the United Kingdom during the first five months of 1940 amounted to 140·7 million pounds as compared with 70·9 million pounds for the corresponding period of 1939. Exports during May, 1940, were slightly more than the 5,600,000 weekly quota of the British Bacon Agreement. Marketings to about the end of June, 1940, have been more than adequate to meet both domestic and export demand, and stocks have been accumulating in Canada.

PRODUCTION OF BUTTER AND CHEESE

The Canadian production of creamery butter in June amounted to 40,904,320 pounds as compared with 27,173,130 in May and 41,328,994 in June, 1939. Output during the first half of 1940 aggregated 144,799,565 pounds, a gain of one-half per cent over the first six months of 1939.

Cheese output in June totalled 24,066,875 pounds as against 12,560,604 in May and 22,648,905 in June, 1939. The total for the first six months of 1940 advanced 15·2 per cent to 47,480,098 pounds from 41,232,525 in the first six months of 1939.

NEWS AND COMMENT

REGINA: James Stanley Errington, Inspector of Customs and Excise, for the provinces of Manitoba and Saskatchewan with headquarters at Regina, died July 2, 1940. Entering the Customs service in 1916 as a Preventive Officer deceased was promoted to Assistant Inspector of Customs and Excise in 1921 and to Inspector of Customs and Excise in 1932.

Mr. Errington was born at Newcastle-on-Tyne, England, in 1888. His death is deeply regretted by his colleagues and many friends.

WINNIPEG: Revenue collected at the port of Winnipeg during the first three months of this fiscal year increased by $854,903 to a total of $3,209,911 compared with the same period last year according to a statement furnished the REVIEW by A. M. Kennedy, Collector. Customs import duties totalled $1,260,481, an increase of $361,082; import sales tax $386,398, increase $80,193; import Excise tax $14,525, decrease $50,308; import war exchange tax $24,216, increase $24,216; domestic Excise tax $1,052,526, increase $229,766; Excise duties $469,531, increase $209,861; sundry collections $2,234, increase $93.

During April revenue increased by $292,035 over the corresponding month of last year, during May by $296,241 and June by $266,626.

Revenue from the war exchange tax was collected during the last five days of June, the tax becoming operative on the morning of June 25.

TORONTO: Revenue at the Customs express branch, Toronto, collected during the month of June increased by $42,510, to a total of $179,421 compared with the same month a year ago. A total of 22,585 packages was received, a decrease of 2,674, while entries numbered 3,748, an increase of 27. Collections at the postal branch during June amounted to $60,116, an increase of $6,850, while packages received numbered 34,557, increase 2,610, packages delivered 28,675, decrease 945, entries 2,654, increase 8.

Forty aeroplanes inward and outward were cleared through the Customs air harbour during June, carrying a total of 40 passengers and 61 pieces of baggage. Of these totals 9 planes were Canadian transporting 18 passengers and 14 pieces of baggage, while 31 were United States planes carrying in all 22 passengers and 47 pieces of baggage. During June last year 63 aeroplanes were handled carrying a total of 140 passengers.

FORT ERIE: Automobile travel over the Peace Bridge and ferry at the port of Fort Erie during the first three months of this fiscal year was less than for the same months of 1939. During June this year automobiles inward and outward show a decrease of approximately twelve per cent compared with same month last year, while Canadian automobiles inward and outward show a twenty per cent increase. Weather conditions generally were poor throughout the months of April, May and June, tending to discourage a great number of summer residents and visitors from New York State from visiting our Lake Erie shores for boating and bathing. During June, 1940, United States cars inward numbered 100,575, outward, 94,742, Canadian cars inward 9,538, outward 12,071.

MONTREAL: Collections at the Customs postal branch, Montreal, for the month of June amounted to $62,045, an increase of $8,846 compared with June last year. Parcels received numbered 21,987, increase 114, parcels cleared 21,627, increase 216, entries 1,559, decrease 166. Revenue collected at the express branch totalled $168,836, an increase of $27,749, while the number of packages received was 23,960, a drop of 3,444, and the number of entries received 2,601, a decrease of 19.

NIAGARA FALLS: A total of 162,842 automobiles inward and outward, carrying in all 610,611 passengers, was cleared through the port of Niagara Falls during the month of June. This compares with totals of 208,322 automobiles and 810.039 passengers cleared during June, 1939. Traffic totals in detail for June this year were as follows: United States cars inward 56,756, outward 56,540;

Canadian cars inward 24,766, outward 24,780; other vehicles inward 2,680, outward 2,672.

United States cars entered under 60-day touring permits during June numbered 15,180 as against 17,885 entered during the same month last year, while cars entered for stays of 48 hours or less totalled 41,601 compared with 47,654. Buses inward numbered 1,652, outward 1,625.

QUESTION BOX AND LETTER BAG

A Suggestion from Sarnia

D. K. Macdonald of the Customs-Excise staff at Sarnia, Ontario, writes:—

"May I offer a suggestion whereby the amount of Foreign Exchange to be left in Canada by tourists might be greatly increased and thus aid considerably in our war effort.

If the 48-hour clause of Tariff Item 703 (*b*) was eliminated as it applies to Canadians then it would naturally follow that the American tourists would be relieved of the necessity of a 48-hour sojourn in Canada before they would be able to purchase articles. In view of the Foreign Exchange Control Board regulations relative to Canadians taking money from the country, and the necessity of Canadians obtaining passports to enter the United States, the Canadian traffic to the United States for pleasure purposes is practically prohibited. Thus the balance of trade would be greatly in favour of Canada as Canadians could not go to the United States to purchase goods to bring back under Item 703 (*b*) and at the same time the American tourist would be able to purchase up to $100 value in goods once a month and take it back with him on his trip duty free upon declaration to the American Customs.

A review of the traffic at this port for the weekend, Saturday and Sunday, July 20 and 21, shows that out of a total of 595 E50 Traveller's Vehicle Permits issued, 270 of these were on cars en route to Niagara Falls or Fort Erie. This through traffic is in Canada an average of 6 or 7 hours and, therefore, because of the 48 hour period, can not make purchases which will be entered duty free when they cross back to the States. At this port, and I presume also at other main border points of Windsor, Niagara Falls and Fort Erie, a large percentage of the tourists enquire of the Canadian Customs officers as to what they are able to purchase going through Canada. Their eagerness to buy goods in Canada is somewhat decreased when told that they must be in this country 48 hours or longer in order to take goods back to the United States duty free.

During the same two day period, 605 autos entered at this port for stays under 48 hours and their occupants therefore, could not avail themselves of the privilege of taking back with them duty free purchases. Along the border points, intermarriage of residents of Canada and the United States is common, and visits to parents and relatives in Canada make up a substantial portion of weekend traffic entering this country the year round. There are also the weekend summer residents who visit our beaches. Since the majority of these two groups of tourists arrive Saturday afternoon and leave on Sunday evening, they can not make purchases in Canada which a large number of them are desirous of doing once a month or less frequently.

As you will see, there are possibilities in this large number of tourists in leaving considerable Foreign exchange in Canada if allowed to make purchases without being in the country the necessary 48 hours as at present.

Not that Kind of Attachment

Leo. W. Spencer, of the Customs-Excise staff at Coutts, Alberta, writes:—

While making out an E. 60 identification card to-day I received a reply to one of my questions which I thought you might like to put in the Review.

Have you any special attachments on the car?

No; it's all paid for.

JUST AMONG OURSELVES

JULY-AUGUST

ADDITIONS

Nova Scotia

Halifax: H. C. Warner, Customs Excise Clerk.
Sydney: Helen G. MacDougall, Clerk, Grade 1 (with Stenographic qualifications).

New Brunswick

Woodstock (Bloomfield): R. W. Williamson, Customs Excise Enforcement Officer.

Ontario

Hamilton: J. W. Gibbs, Clerk, Grade 1; E. L. Rive, Clerk, Grade 1.
Ottawa: J. F. Fraser, Clerk, Grade 1; B. D. Rose, Typist, Grade 1.
Toronto: E. Halpin, Clerk, Grade 1.

Manitoba

Winnipeg: R. D. Lyon, Office Boy.

British Columbia

Vancouver: G. H. Fleck, Customs Truckman.

Administrative

M. Castonguay, Stenographer, Grade 1; M. A. F. Haughton, Stenographer, Grade 1; J. J. Marceau, Clerk, Grade 1; J. L. Rixon, Stenographer, Grade 1; Mrs. D. M. M. Steele, Stenographer, Grade 1; F. B. Strong, Office Boy; J. M. Theoret, Office Boy.

Audit

Ottawa: Margaret Sykes, Stenographer, Grade 1.

Undervaluation

Ottawa: R. I. Brown, Stenographer, Grade 1.

DEDUCTIONS

Quebec

Montreal: Z. St. Pierre, Customs Excise Clerk (Deceased).
Montreal (L'Epiphanie): J. M. Beaumont, Customs Excise Examiner (Deceased).

Ontario

Ottawa: F. V. Cairns, Clerk, Grade 1 (Reassigned to another Department).
Toronto: C. J. Fraser, Principal Customs Record Clerk (Deceased); W. H. Stevens, Customs Truckman (Superannuated).

British Columbia

Vancouver: M. A. Regan, Customs Excise Examiner (Retired).
Victoria: C. A. Tervo, Surveyor of Customs and Excise, Grade 5 Port (Retired).

Administrative

M. C. Bruce, Stenographer, Grade 1 (Reassigned to Dept. National Defence); F. L. Dales, Stenographer. Grade 1 (Reassigned to another Dept.); Mary Rowe, Stenographer, Grade 1 (Resigned); William Ryder, Head Clerk (Retired).

Customs Inspection

Saskatchewan

Regina: J. S. Errington, Inspector of Customs and Excise, Grade 4 (Deceased).

Audit

Ottawa: J. E. Young, Stenographer, Grade 1 (Resigned).

PROMOTIONS

Ontario

Thorold: R. W. Grenville, from Sub-Collector of Customs and Excise, Grade 2 to Collector of Customs and Excise, Grade 2.

Toronto: L. J. Swift, from Clerk, Grade 1 to Clerk, Grade 2.

Walkerville: W. B. Ritchie, from Sub-Collector of Customs and Excise, Grade 4, to Collector of Customs and Excise, Grade 5.

Manitoba

Winnipeg: P. J. Bryer, from Customs Excise Examiner to Express and Postal Computing Clerk; H. C. Collins, from Customs Excise Examiner to Express and Postal Computing Clerk.

British Columbia

Victoria: A. S. Huxtable, from Customs Excise Supervising Officer to Surveyor of Customs and Excise, Grade 5 Port.

Administrative

C. A. O'Reilly, from Principal Customs Excise Checking Clerk to Head Clerk

Customs Inspection

Saskatchewan

Regina: W. H. Matthews, from Stenographer, Grade 1, to Stenographer, Grade 2.

PROMOTIONS AND TRANSFERS

Quebec

J. L. S. Lagace, from Special Exciseman, Grade 1, Montreal, to Special Exciseman, Grade 2, Montreal (Berthierville).

COMPARATIVE STATEMENT OF CUSTOMS AND EXCISE REVENUE RECEIVED DURING THE MONTH OF JULY, 1939 AND 1940

—	1939	1940	Increase	Decrease
	$ c.	$ c.	$ c.	$ c.
CUSTOMS DUTIES	7,099,154 89	10,417,347 37		
Less Refunds and Drawbacks	1,070,036 62	756,663 18		
Net	6,029,118 27	9,660,684 19	3,631,565 92	....
EXCISE TAXES	13,531,188 29	25,060,702 14		
Less Refunds and Drawbacks	297,809 54	237,709 88		
Net	13,233,378 75	24,822,992 26	11,589,613 51	....
EXCISE DUTIES	4,916,676 40	7,214,049 80		
Less Refunds and Drawbacks	31,349 50	27,062 26		
Net	4,885,326 90	7,186,987 54	2,301,660 64	....
SUNDRY COLLECTIONS	57,601 65	60,392 28		
Less Refunds	4 25	98 07		
Net	57,597 40	60,294 21	2,696 81	....
Net Totals	24,205,421 32	41,730,958 20	17,525,536 88	....
Net Increase	....	....	17,525,536 88	....

TOTALS FOR FOUR MONTHS

—	1939-40	1940-41	Increase	Decrease
	$ c.	$ c.	$ c.	$ c.
CUSTOMS DUTIES	29,738,193 77	45,468,320 89		
Less Refunds and Drawbacks	3,612,820 98	4,171,907 54		
Net	26,125,372 79	41,296,413 35	15,171,040 56	....
EXCISE TAXES	43,982,694 98	65,627,955 02		
Less Refunds and Drawbacks	1,363,747 47	1,216,699 73		
Net	42,618,947 51	64,411,255 29	21,792,307 78	....
EXCISE DUTIES	18,287,262 09	28,763,402 91		
Less Refunds and Drawbacks	204,984 08	266,302 30		
Net	18,082,278 01	28,497,100 61	10,414,822 60	....
SUNDRY COLLECTIONS	178,399 91	207,605 52		
Less Refunds	8 87	181 32		
Net	178,391 04	207,424 20	29,033 16	....
Net Totals	87,004,989 35	134,412,193 45	47,407,204 10	....
Net Increase	....	....	47,407,204 10	....

COMPARATIVE STATEMENT OF INCOME TAX REVENUE RECEIVED DURING THE MONTH OF JULY, 1939 AND 1940

—	July, 1939	July, 1940	Increase	Decrease
	$ c.	$ c.	$ c.	$ c.
Net Collections	3,931,773 01	5,915,156 13	1,983,383 12	....

TOTALS FOR FOUR MONTHS

—	1939-40	1940-41	Increase	Decrease
	$ c.	$ c.	$ c.	$ c.
Net Collections	97,752,215 92	123,806,289 97	26,054,074 05	....

INCOME TAX COLLECTIONS BY DISTRICTS

Comparative Statement of Net Collections by Districts Received During the Months April to July Inclusive, of the Fiscal Years 1939-40 and 1940-41. (Decrease Marked*.)

Districts	1939-40	1940-41	Increase or Decrease
Charlottetown	354,229 11	405,119 18	50,890 07
Halifax.......	1,394,968 28	2,323,955 62	928,987 34
Saint John....	1,014,108 68	1,384,645 58	370,536 90
Quebec........	1,037,784 10	1,551,720 71	513,936 61
Montreal......	26,966,501 72	34,331,178 05	7,364,676 33
Ottawa.......	5,172,430 80	6,558,731 74	1,386,300 94
Kingston......	289,909 07	282,048 64	*7,860 43
Belleville.....	478,651 34	737,728 43	259,077 09
Toronto.......	34,555,126 91	42,076,550 39	7,521,423 48
Hamilton.....	6,174,161 60	8,543,096 24	2,368,934 64
London.......	8,846,223 14	9,325,820 90	479,597 76
Fort William..	300,176 61	486,080 96	185,904 35
Winnipeg......	2,857,103 60	3,771,548 70	914,445 10
Regina........	255,108 05	379,000 12	123,892 07
Saskatoon.....	135,533 47	244,329 43	108,795 96
Calgary.......	1,343,391 19	1,658,207 04	314,815 85
Edmonton	448,018 67	594,479 92	146,461 25
Vancouver....	6,064,108 32	9,006,299 45	2,942,191 13
Yukon........	64,681 26	145,748 87	81,067 61
Total.....	97,752,215 92	123,806,289 97	26,054,074 05

The
National Revenue Review

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The National Revenue Review

Issued Every Month by the Department of National Revenue

J. Sydney Roe, Editor

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Completes its Thirteenth Year

WITH this number of the REVIEW, thirteen years of continuous monthly publication are completed. It was first issued in October, 1927, when Hon. W. D. Euler, was Minister of the Department. It has continued under the Honourables E. B. Ryckman, R. C. Matthews, J. E. Lawson, J. L. Ilsley, and the present Minister of National Revenue, Honourable C. W. G. Gibson. The aim of the *Editor*, who has been responsible for the REVIEW in English and French from the first number, is to present information respecting the activities of the three divisions of the Department in an interesting and readable form. That the REVIEW is not only of value to the staff throughout the Dominion, but is of interest to business organizations, the Press and the general public, is evidenced by the many letters which the *Editor* receives. The daily and weekly newspapers reprint many of its articles and its trade and revenue summaries are found to be valuable. Drastic changes have taken place in the personnel of the Department during the past thirteen years, not only at headquarters but at many of the large and smaller ports. Many of those who were with us thirteen years ago enjoy the ease of superannuation or have left on the inevitable voyage. Gone are the familiar faces. The war has, of necessity, curtailed some of the features which the REVIEW was in the habit of presenting. Much of the information which was available in other years cannot now be given. It is felt, however, that the REVIEW is of informative interest. The *Editor* expresses the certain hope to the new and old members of the three divisions of the Department that the high standard of effort and endeavour which now exists in these days of stress, will continue to be maintained.

At Three Largest Tourist Entry Ports

(*Editor's Note.*—This article was prepared from information supplied by the Collectors of Customs and Excise at Windsor, Niagara Falls, and Fort Erie, Ontario.)

A SURVEY of automobile tourist travel entering Canada through the three largest ports of entry, Windsor, Fort Erie and Niagara Falls, for the opening months of this tourist season, shows a drop in most traffic totals compared with the corresponding period of last year, especially as regards the first week or two of July, the month when new regulations in both the United States and Canada came into force. Traffic totals for early August, however, indicate a steady improvement in automobile tourist trade.

At the port of Windsor, between the dates May 1 and July 31, a total of 328,264 automobiles entered, a decrease of 118.915, while 325,716 automobiles were cleared outwards, a drop of 114.855. Sixty-day touring permits issued for United States cars numbered 64,542, compared with 98,615, while cars entered for periods of 48 hours or less numbered 139,441 as against 192.226. During May and June traffic totals through this port were only slightly below those of May and June last year. An additional ten men were appointed as seasonal officers.

United States cars entered under sixty-day touring permit through the port of Fort Erie (Peace Bridge) from May 1 to July 31, numbered 58,223 compared with 85,217 for the same period last year. Cars entered for stays of 48 hours or less totalled 222,520 as against 313,117, while Canadian cars outward for touring purposes totalled 25,292 as against 29,447. Automobiles from every state in the Union were entered, also 18 cars from countries other than the United States.

At the Peace Bridge there are 16 arches or examining lanes for traffic inwards from the United States. All these lanes were in use on July 4 last. On week-ends throughout July and August from six to ten of these lanes were in continuous operation for periods of three or four hours in the afternoons.

About 12,000 commuter's permits are issued each season to the approximately 35,000 summer residents of this district. The commuter's permit is a regular E-50 permit which contains a description of the applicant's automobile, and bears the corresponding number of the sticker which is placed on the windshield of the car. This label shows the licence number of the automobile and the date of expiry of the E-50 permit. As these summer residents commute to and from Buffalo, N.Y., almost daily, the ordinary procedure would be for them to deposit their licence or state registration card when entering Canada and to recover it when departing, in the same manner as any traveller entering and not intending to leave the jurisdiction of this port for a period of 48 hours or less. The use of this commuter's permit saves the officers much time and effort in accepting, filing and returning licence cards.

During the period from April 1 to August 12, a total of 229,024 United States cars entered through the port of Niagara Falls, while 74,006 Canadian cars reported outward for touring purposes. Other vehicles inward numbered 11,141, outward 11,120; passengers inward 1,109,819, outward 1,098,413. Compared with the corresponding period of last year these totals show decreases with the exception of totals for "other vehicles" the number of which increased both inward and outward. United States cars entered under 60-day touring permits numbered 58,317, those entered for stays of 48 hours or less 169,912. During the first two weeks of August, the latest date for which figures were available, there was a noticeable increase in United States automobile traffic through this port.

At the Whirlpool Rapids Bridge, 22 officers are on duty and 7 officers at the Queenston Bridge, covering the various shifts throughout the 24-hour period. The ferry service between Youngstown, N.Y., and Niagara-on-the-Lake, Ontario, operates on a sixteen-hour schedule. Fort George which has been restored by the Niagara Parks Commission as a tourist attraction has many visitors.

Notes on this Year's Tourist Travel

ALTHOUGH by the end of June Canada had existed for ten months under war conditions, nevertheless, that month recorded a total of 424,966 automobiles entered at frontier points, principally for touring purposes. Of this number 135,474 cars were entered under sixty-day touring permits, 492 cars for stays of over 60 days, 286,113 for periods of 48 hours or less, and 2,887 for purposes other than touring. All these cars, with the exception of 147, carried United States licence plates. These totals, however, represent marked decreases compared with tourist traffic figures for June, 1939, when 464,327 cars were entered, a difference of 39,361.

The province of Ontario alone entered 79,735 automobiles under 60-day touring permits, the principal points of entry being Windsor with a total of 25 935, Fort Erie with 19,776, Niagara Falls 15,119, Sarnia 6,923, and Lansdowne 4,149. A total of 195,178 cars was entered through Ontario ports and outports during June for stays of 48 hours or less.

Quebec province entered the second largest number of cars under 60-day touring permits, totalling 26,262, the largest number, viz., 5,488, entering through Lacolle, followed by Phillipsburg with 4,934, Rock Island 3,512, Highwater 1,472. Cars entered for stays of 48 hours or less numbered 19,197.

Through British Columbia frontier points 14,058 cars were entered for periods of from 48 hours to 60 days. These entered principally through Pacific Highway which cleared 7,938 cars. Other points entering substantial numbers were Victoria with 1,218 and Huntingdon with 1,210. In addition to these, 4,689 cars entered for short stays of 48 hours or less.

New Brunswick, with the fourth largest number of cars entered under 60-day touring permits, cleared 9,888, principally through St. Stephen which cleared 2,489 cars, Woodstock Road 1,251, Andover 1,204, Edmundston 1,171 and St. Leonard 1,155. Cars entered for short stays numbered 59,529. A total of 2,553 cars was entered under 60-day touring permits by Manitoba. Of this number the port of Emerson accounted for 1,945. Alberta cleared 1,764 cars entered for periods of two months, Saskatchewan 1,095 cars and Nova Scotia 119 cars.

While all forty-eight states in the Union were represented by automobile tourist traffic entering Canada during June for periods of over 48 hours, those states that border this country had naturally the heaviest representation. New York State held first place with a total of 29,480 cars, while Michigan was next with a total of 27,184. Large numbers of cars were entered also from the following states: Washington 9,715, Vermont 9,603, Maine 8,866, Ohio 6,599, Massachusetts 5,185, California 5,010, Illinois 4,703, Pennsylvania 4,670, Minnesota 3,171, New Jersey 2,161.

Florida, the most southerly state, was represented by 816 cars, Georgia by 248, Alabama 104, Mississippi 88, Louisiana 151, and Texas 680. The smallest number of cars from any one state was 59, coming from New Mexico.

One hundred and forty-seven cars, 8 of them from war-torn Europe, entered this country under 60-day touring permits during June from countries other than the United States. One car came from Finland, one from the Netherlands and another from France. Five arrived from the United Kingdom. The most distant points represented by these automobile tourists were: New Zealand by one car, Philippine Islands 4, Guam 1, Chile 1, Colombia 2, Porto Rico 2, Hawaii 60. The remaining countries together with the number of cars entered, were: Jamaica 1, British West Indies, other, 3, Newfoundland 6, Alaska 10, Panama 26, Mexico 18, Cuba 5. Eighteen countries in all were represented.

A total of 98,959 Canadian cars was cleared outward for touring purposes during June last. Of these 18,155 were cleared for periods of 48 hours or more, the remainder 80,804, for periods under two days. These totals represent a decline of 13,709 compared with June, 1939, when Canadian cars outward numbered 112,668. A record by provinces of Canadian cars outward for stays of over 48 hours during June gives the following: Ontario 7,930, British Columbia 4,132, Quebec 3,065, Manitoba 1,297, Saskatchewan 738, New Brunswick 664, Alberta 325, Nova Scotia 4.

The port of Windsor cleared the largest number of Canadian cars outward for periods of over 48 hours, with a total of 2,703, with Pacific Highway, B.C., a close second totalling 2,449. Niagara Falls followed with 1,380, Fort Erie with 1,202, Emerson, Man., with 1,109, and Lacolle, Que., with 1,064. Other busy points were: Sarnia which cleared 977, Phillipsburg, Que., 718, Lansdowne, Ont., 450, Rock Island, Que., 365, Kingsgate, B.C., 356, Pigeon River, Ont., 289, Osoyoos, B.C., 272, North Portal, Sask., 266, Woodstock Road, N.B., 264, Sault Ste. Marie, Ont., 259, Aldergrove, B.C., 239, St. Stephen, N.B., 216.

Prohibited Publications

COLLECTORS are instructed that publications which are withheld on receipt of official memoranda issued by the Department at the request of the Press Censors for Canada, for contravention of the Defence of Canada Regulations, are NOT to be placed under seizure and reported on Form K. 9. Such publications, prohibited importation under the War Measures Act, are to be allowed to be returned to the exporters at the expense of the importers, failing which they are to be destroyed and a certificate of destruction forwarded to the Examiner of Publications, Department of National Revenue.

Seizure reports are to be submitted when the Department issues memoranda under Series D No. 3 Revised, when publications are found to fall within the category of goods prohibited by Item 1201, Schedule "C" of the Customs Tariff, and Section 13 of the Customs Tariff Act.

Departmental Rulings

BRICKMASTER Cutters, Models "M" and "H", Brickmaster Cutter and Pegger, Model "MP", and Brickmaster Chocolate Drier and Unloader, Model "LM", manufactured by Akron Equipment Company, Akron, Ohio, used in the manufacture of chocolate-coated ice cream bars, at the present time are held to be of a class or kind not made in Canada and admissible at 10 per cent ad valorem, item 427a, under the Canada-United States Trade Agreement. Motors —Item 445g.

"Mall" Electric Door Plane and "Mall" Electric Surface Plane, manufactured by the Mall Tool Company, Chicago, Ill., operated by built-in electric motors, at the present time are held to be of a class or kind not made in Canada and admissible at 10 per cent ad valorem, item 427a, under the Canada-United States Trade Agreement.

"Barrett" Centrifugal Oil Extractor, manufactured by The Leon J. Barrett Company, Worcester, Mass., operated by a built-in electric motor, at the present time is held to be of a class or kind not made in Canada and admissible at 10 per cent ad valorem, item 427a, under the Canada-United States Trade Agreement.

The Improved Automatic Variety Wood Turning Lathe, manufactured by the L. D. Hambleton Company, Lowell, Mass., at the present time is held to be of a class or kind not made in Canada and admissible at 10 per cent ad valorem, item 427a, under the Canada-United States Trade Agreement. Motor—Item 445g.

"Triplex" Road Pumps, manufactured by Gorman-Rupp Company, Mansfield, Ohio, at the present time are held to be of a class or kind made in Canada and dutiable at 25 per cent ad valorem, item 427, under the Canada-United States Trade Agreement.

"American" Hydraulic Broaching Machine, Type V.P., manufactured by American Broach & Machine Company, Ann Arbor, Michigan, at the present time is held to be of a class or kind not made in Canada and admissible at 10 per cent ad valorem, item 427a, under the Canada-United States Trade Agreement. Motor—Item 445g.

No. 5 Gear Hobber, manufactured by the Newark Gear Cutting Company, Newark, N.J., at the present time is held to be of a class or kind not made in Canada and admissible at 10 per cent ad valorem, item 427a, under the Canada-United States Trade Agreement. Motor—Item 445g.

Changes in List of Customs-Excise Ports

Sheet Harbour, N.S., an Outport and Warehousing Port under the survey of the Port of Halifax, N.S., closed as from the 1st August, 1940.

Maple Creek, Sask., a Postal Collecting Station under the survey of the Port of Moose Jaw, Sask., closed as from the 1st July, 1940.

Petit de Grat, N.S., a Preventive Station under the survey of the Port of Port Hawkesbury, N.S., closed as from the 1st August, 1940.

Increase at Montreal

REVENUE collected at the Customs express branch, Montreal, during the month of July, 1940, increased by $80,115 to a total of $212,457 compared with July last year. The number of packages received was 13.365, a decrease of 1,493, the number of entries 2.306, an increase of 58. At the postal branch $84,432 was collected during the month, an increase of $32,272 over July last year, while parcels received numbered 20,434, decrease 1,700, parcels cleared 19,823, decrease 1,890, entries 1,768, increase 119.

Decrease in Duty Free Goods

JULY was a lean month as regards value of commodities brought in by returning Canadians free of duty under the one hundred dollars exemption clause provided in the Customs Tariff. Due to restrictions imposed by both the United States and Canada early in July, Canadian automobile tourist travel into the United States declined sharply during the month compared with July last year, imports for the respective months under this Tariff item totalling $423,218 and $986,257, a difference of $563,039. The sharpest drops were in imports of radios and automobile tires, tubes and accessories, imports of which fell off by nearly two-thirds. The bulk of all imports from foreign countries under this tariff provision was from the United States, the total from all other countries amounting to only $8,845 for the month. Following is a comparative statement of imports for July this year and July, 1939, shown in brackets: clothing $167,050 ($421.011), furniture and household appliances $63,817 ($123,235); boots and shoes $40.089 ($90,849); radios $34,947 ($99,418); automobile tires and tubes $8,834 ($23,481); automobile accessories $4,818 ($11,076); miscellaneous commodities $103,663 ($217,187).

During the seven-month period from January 1 to July 31, 1940, imports from all countries under this tariff item amounted to $3,639.872 compared with $5,024,225 for the corresponding period last year, a decrease of $1.384,353. Of the total imports this year goods from the United States alone were valued at $3.601,971, from other countries $37,901.

Totals in detail for the seven-month period this year and last were as follows: clothing $1.753.245 ($2,428.288); furniture and household appliances $467,762 ($567,786); boots and shoes $376,271 ($503,633); radios $256,562 ($417,675); automobile tires and tubes $42,730 ($72.505); automobile accessories $29.651 ($42,637); miscellaneous commodities $713,651 ($991,701).

Substantial Gains at Toronto

SUBSTANTIAL gains in revenue collected at both the express and postal branches were recorded at the port of Toronto for the month of July compared with the same month of last year. Business transacted at the express branch in July was as follows: Collections $230.055, increase $105,703, packages received 15,234, decrease 2,879, entries 3,561, increase 185. Collections at the postal branch amounted to $78,260, an increase of $26.201, while packages received numbered 33.687, increase 1,350, packages delivered 31,863, increase 4,196, entries 2,904, increase 449.

One hundred and sixteen aeroplanes inward and outward, carrying in all 134 passengers, were cleared through the Customs air harbour at Toronto during July. Of these 89 were United States planes carrying a total of 116 passengers and 27 were Canadian carrying a total of 18 passengers. Pieces of baggage carried numbered 328.

During July, 1939, aeroplanes handled at this port numbered 78, passengers 101.

Tariff Change by Order in Council

BY Order in Council (P.C. 4078), date the 21st day of August, 1940, passed under the authority of Section 284, paragraph (*k*) of the Customs Act, it is ordered that:—

Methyl alcohol having a specific gravity not greater than 0·7994 at 60° F./60° F. when imported by manufacturers of vinyl resins for use exclusively in the manufacture of such resins in their own factories:—

British Preferential Tariff	Free
Intermediate Tariff	Free
General Tariff	Free

and exempt from the additional duty of $3.00 per proof gallon provided for in chapter two of the statutes of 1939 (second session).

(To be designated as Tariff Item 715.)

The Order in Council referred to is effective on and after August 24, 1940, the date of publication in the *Canada Gazette*.

Excise Duty Collections

COMPARATIVE statement of excise duty collections, in Canada, during the months of July, 1939, and July, 1940:—

July, 1940, spirits, matured, $765,477; July, 1939, $668,599. July, 1940, spirits, unmatured, $61,975; July, 1939, $69,731. July, 1940, validation fee, $52,739; July, 1939, $14,759. July, 1940, malt, $1,490,680; July, 1939, $767,439. July, 1940, beer, $33,883; July, 1939, $34,549. July, 1940, malt syrup, $7,459; July, 1939, $10,609. July, 1940, cigars, $38,663; July, 1939, $32,795. July, 1940, cigarettes, $4,086,296; July, 1939, $2,690,505. July, 1940, manufactured tobacco, $878,595; July, 1939, $494,006. July, 1940, licences, $246; July, 1939, $251. July, 1940, Canadian leaf tobacco, $700. July, 1940, totals, $7,416,717; July, 1939, $4,783,248.

Comparative statement of tobaccos, cigarettes and cigars entered for consumption, in Canada, during the months of July, 1939, and July, 1940:—

July, 1940, tobacco, cut, 2,177,296 pounds; July, 1939, 2,140,531 pounds. July, 1940, tobacco, plug, 265,958 pounds; July, 1939, 288,665 pounds; July, 1940, tobacco, snuff, 63,831 pounds; July, 1939, 59,906 pounds. July, 1940, cigarettes, number 648,303,543; July, 1939, number 677,112,067. July, 1940, cigars, number 12,791,616; July, 1939, number 10,685,272, July, 1940, Canadian raw leaf tobacco, 7,001 pounds.

Prohibited Exports

BY Order in Council (P.C. 3724), dated the 6th day of August, 1940, it is provided that no person shall export any goods to the following countries without first having obtained a permit issued by or on behalf of the Minister of National Revenue: Madeira Islands, Canary Islands, Cape Verde Islands, Azores, Spanish possessions in Africa north of the equator, Portuguese possessions in Africa north of the equator, The International Zone of Tangier.

Application forms for permission to export goods to the countries referred to may be obtained on application to the Department direct.

Licensing of Imports of Wool

BY Order in Council (P.C. 3632) it was ordered that until further notice persons, firms and corporations may import into Canada wool, not further processed than combed, only upon permit obtained from the Wool Administrator in accordance with such manner, procedure, terms and conditions as the Wool Administrator, under the direction of the Minister of Labour, may from time to time prescribe.

Entries of such wool, not entitled to entry under the British Preferential Tariff, are not to be accepted unless accompanied by Foreign Exchange Control Board Form E stamped "Approved on behalf of the Wartime Prices and Trade Board" and signed by or on behalf of the Wool Administrator.

Through arrangements between the Wool Administrator and the British Wool Controller, the importation into Canada of Empire wool entitled to entry under the British Preferential Tariff is already subject to supervision and control, and until further advised individual permits in addition thereto will not be required for such importations.

Gold Production in June

GOLD production in June, 1940, amounted to 451,277 ounces compared with 442,521 in the preceding month and 436,538 in June, 1939. Production during the first six months of the current year aggregated 2,572,042 ounces or 3·3 per cent above the output a year ago. Production by provinces was as follows, with the May figures in brackets: Ontario, 274,693 (271,020) ounces; Quebec, 81,369 (83,037); British Columbia, 56,807 (53,309); Manitoba and Saskatchewan, 21,340 (22.272); Yukon, 9,955 (8,185); Northwest Territories, 4,078 (3,990); Nova Scotia, 3,015 (1.837). In addition the Royal Canadian Mint received jewellery and scrap containing 1,013 ounces of gold.

Exportation of Leather, Hides and Skins

THE regulations respecting the exportation from Canada of Leather, hides and skins other than fur skins, are amended to provide that casual exportations of leather, hides and skins, other than fur skins, not exceeding $25 in value in one shipment, may be permitted without a licence or permit approved by or on behalf of the Hides and Leather Administrator.

Regarding Income Tax

An Order in Council, P.C. 4217, dated August 27th, 1940, reads as follows:—

WHEREAS the Minister of National Revenue represents that contractors may not incur capital expenditures unless they are reasonably assured that an allowance in respect of depreciable assets, acquired or constructed for war purposes, will be allowed by way of special depreciation when determining income tax liability, over a period shorter than that which would be allowed due to ordinary wear and tear by use of the capital assets concerned, and therefore in the interests of Canada and the furtherance of the war efforts, it is advisable that a Board with duties and powers as hereinafter set out should be established, composed of one member of the Department of Munitions and Supply, one member of the Income Tax Division and one member to be selected from outside the Government Service to act as Chairman of the Board.

THEREFORE the deputy of His Excellency the Governor General in Council, on the recommendation of the Minister of National Revenue and under the authority of the War Measures Act, Chapter 206 of the Revised Statutes of Canada, 1927, and having regard to the provisions of the Income War Tax Act and the Excess Profits Tax Act, is pleased to order that a Board, to be known as the " War Contracts Depreciation Board ", composed of

The Honourable Charles Patrick McTague, of the Supreme Court of Ontario, as Chairman;
Mr. Francis Henry Black, C.A., of the Department of Munitions and Supply; and
Mr. Robert Ferrier Burns, C.A., of the Income Tax Division;

be and it is hereby established.

The deputy of His Excellency the Governor General in Council, on the same recommendation, is hereby further pleased to order that the powers and duties of the said Board, or their successors appointed by the Governor in Council, and the regulations under which the Board shall act, shall be as follows:—

1. To determine if the contract is a "War Contract" as defined in the initial Regulations hereunder;
2. To determine that the capital expenditures incurred were in connection with the fulfilment of the terms of the said "War Contract" and necessarily incidental thereto;
3. To determine the amount of the capital expenditures made;
4. To issue a certificate, substantially in accordance with the form hereto attached, based on the evidence secured and referred to therein;
5. To determine what part, if any, of the said capital disbursements have no reasonable post-war value, and thereby to determine the amount of such capital expenditures upon which special depreciation may be allowed;
6. To determine in any case or cases which they think advisable the annual rate or other rate of depreciation to be used in respect of any capital expenditure incurred under a War Contract, and in the absence of such determination by the Board, the Minister of National Revenue shall set the rate of depreciation;
7. To require contractors holding War Contracts to supply such evidence as may be required by the Board to make the determinations necessary for the issuing of a Certificate, substantially in accordance with the form hereto attached, to the Minister of National Revenue, certifying as to the facts upon and in respect of which special depreciation may be given;
8. To issue such Regulations from time to time hereafter, with the approval of the Minister of National Revenue, as may be necessary to carry out the purpose and intent of this order in council.

INITIAL REGULATIONS

1. (a) A "War Contract" shall be deemed to include any contract with the Dominion Government, the British Government or the Government of any of the Allies or their authorized agents, entered into for the purpose of securing war supplies of any nature from contractors who are required to expend capital sums in the construction or purchase of capital assets constructed or acquired after September 9, 1939, for the purpose of fulfilling any such contract, provided the assets are subject to depreciation by way of use in effecting fabrication and delivery of the said supplies.

(b) A contract entered into as a sub-contract under the above described contracts, or in furtherance thereof, which requires the construction or purchase of capital assets within the terms of the above, shall be deemed to be within the meaning of the term " War Contract ".

(*c*) The term "War Contract" shall also extend to contracts entered into between subject and subject contracting for war purposes and constructing or purchasing capital assets which are subject to depreciation and which can be certified to by the Board as in the Regulations referred to, as being wholly necessary for the carrying out of war contract work, and that such capital assets will not have any reasonable post-war value to the contractor.

(*d*) The term "War Contract" shall not include any contract entered into prior to the 9th September, 1939, unless the Board and the Minister of National Revenue are satisfied that in all other respects except as to date, the contract is within the terms set forth above.

2. A certificate of *SPECIAL DEPRECIATION MAY BE*

(*a*) given to any company in respect of the cost of self-paid-for capital depreciable assets acquired for the production of war materials, excluding assets having a reasonably full post-war use;
(*b*) confined to war time construction or assets acquired specifically for war purposes.

3. A certificate may issue when the terms of the War Contract provide specifically that depreciation is to be secured through the medium of the unit purchase price.

4. A certificate may issue when the War Contract is silent as to the terms of depreciation.

5. A certificate of *SPECIAL DEPRECIATION SHOULD NOT BE*

(*a*) given where the contractor recovers the cost of capital assets separately and directly as such
  (i) in a lump sum;
  (ii) by instalments;
  (iii) on engineer's progress reports.
(*b*) given if the capital assets are paid for by the Government under any "cessation of hostilities" clause contained in the contract. The Board shall certify in all such cases the character or nature of the payments made and the extent thereof. If a certificate has already been issued, it should be cancelled.

6. Sub-contractors under principal War Contracts may be dealt with in exactly the same manner as principal contractors holding War Contracts and special depreciation will only be allowed if sub-contractors produce evidence satisfactory to the Board and upon which the Board might issue a certificate to the Minister of National Revenue.

7. In all cases the certificate of the Board shall be without force or effect if the Minister of National Revenue finds that the contractor has failed hereafter to—

(*a*) keep separate accounts in respect of the particular capital assets concerned;
(*b*) maintain the identity of the physical capital assets in his financial records.

8. Special Depreciation granted under any certificate shall be in lieu of normal depreciation usually allowed.

The deputy of His Excellency in Council is hereby further pleased to direct that the Board shall be supplied with a Secretary and such additional clerical help as may be required, the appointments to be made to the Income Tax Division and seconded to the Board for service.

HERE AND THERE

Not often does a Collector of Customs and Excise advise the Department that he has too many men on his staff and could get along very well with less. Usually the shoe is on the other foot. The Collector at a highway port in Quebec, where usually there is much coming and going of tourist travel to and from the United States, notified the Department recently that eight of the ten seasonal Customs examiners on duty there to accommodate tourist entries and departures could be dispensed with. This was done. Thank you.

G. C. Gardner, Collector of Customs and Excise at Niagara Falls sent the following to the *Editor*:—

One afternoon, recently, a man was seen approaching the Canadian end of the Whirlpool Rapids Bridge, from the U.S. side, carrying a burlap sack which appeared to be well filled. When he reached the Canadian Customs office he placed the bag on the floor and said that he wanted to make a contribution to Britain's war work, and he asked the Customs officers to forward the bag to England. Upon examination the bag was found to contain old copper wire, scrap brass and other metals. These he declared, should be made into munitions. The bag is being held awaiting final disposal.

A letter was received by the Department recently from L. W. Goodwin, Collector at

Charlottetown, P.E.I., stating that W. A. Gaudet, Sub-Collector at Montague, P.E.I., wrote him as follows:—

> In view of the difficult times our Country is experiencing, and the very high expenses involved, I am satisfied to let my holidays go by for the present fiscal year.

Officers of the National Revenue Department throughout the Dominion have subscribed liberally for War Savings Certificates. At Fort Erie, for instance, the Collector of Customs and Excise advised the *Editor* that every officer of that large frontier port had so subscribed. That is a fine record.

That the path of the United States tourist entering or leaving Canada is made smooth by Customs officers, is shown by a letter received by the Department recently from a resident of Providence, Rhode Island. It reads in part:—

> My wife and I made a trip to Canada—visiting Quebec, Murray Bay, Montreal—and although we have made such trips previously, at this particular time we were told that it would be very difficult to enter Canada without birth certificates, etc.
>
> As our trip had been planned hastily, we did not have time to secure birth certificates—and although we are both American born, we expected to have some difficulty entering Canada without definite proof of our citizenship.
>
> We drove up through Maine, entering the Customs port at Armstrong. While stopped at a gasoline station in Augusta, Maine, we were informed by an attendant that we had better not go any farther with the thought of entering Canada without possessing our birth certificates. This particular person went on to tell about other people he knew who could not get through.
>
> Fortunately, we did not pay too much attention to his remarks—and continued on. When we arrived at the Customs office at Armstrong, we were put through the usual routine but we were so well received both entering and leaving Canada, and pleasantly spoken to, that I am writing this letter to commend your Customs officers. After expecting a considerable amount of difficulty, and having none whatsoever, it was a very pleasant experience.
>
> The attitude of the Customs officers is certainly worth mentioning, and we left Armstrong with a very high opinion of Canadian officials. One agent in particular was very courteous, and hoped we would have a pleasant trip through Canada, and he added that he would like to see us again some other year.
>
> We did have a very nice visit in Canada, and upon leaving—starting from Montreal—we again received courteous treatment from the Customs officials. I thought that a letter outlining our pleasant experience would not be amiss, when you consider that we had received a general opinion in the United States that we would run into plenty of difficulty getting in and out of Canada. We are looking forward to another visit to Canada next summer, and extend our appreciation to your department for the courteous treatment received on our trip this time.

An increase of thirteen per cent in tourist travel to national parks in Western Canada is reported for the four months ended July 31, 1940, when a total of 366,440 visitors entered the western parks as against 323,618 persons in the corresponding period a year ago.

Banff National Park had 104,088 visitors as compared with 95,614 in the four months ended July 31, 1939. Attendance at Jasper National Park hit an all-time high with 19,726 visitors entering this park through the Eastern Gateway in addition to about 14,000 cars and approximately 50,000 passengers entering via the new Banff-Jasper Highway, opened to traffic June 15. Kootenay National Park was visited by 23,112 tourists as against 19,990, Waterton Lakes National Park had 62,648 visitors compared with 57,802, and Yoho National Park played host to 19,753 persons, an increase of almost 68 per cent over last year.

East of the mountain parks, Prince Albert National Park in Saskatchewan had 19,061 visitors compared with 17,753, while attendance at Riding Mountain National Park in Manitoba reached the record figure of 93,158, an increase of 17,709 over April, May, June and July a year ago.

Tourist traffic to Riding Mountain National Park in Manitoba during June increased by almost one hundred per cent, 6,864 cars and 31,181 passengers entering the park as against 4,726 cars and 15,940 passengers in June, 1939. Attendance at this popular playground for the months of April, May and June totalled 10,281 cars and 41,330 passengers, an increase of 2,893 cars and 16,998 passengers over the corresponding period of last year.

Tourists from the United States continued to be among the enthusiastic visitors to Riding Mountain National Park in June, when automobiles from nineteen states were registered. These included motorists from such widely separated points as California, Texas, Florida, and New York. The park lies within a hundred miles of the International Boundary, and a main provincial highway links it with the principal highway systems of Canada and the United States.

A GLIMPSE OF INCOMING TOURIST TRAVEL

The *Editor* has obtained from Collectors of Customs and Excise at some of the border ports and outports throughout the Dominion, information as to incoming tourist travel this season. In the main, the information received covers the period from April 1 to July 31, 1940, and gives a glimpse of the tourist situation between those dates. There has been an upswing in the volume of tourist travel for the month of August and the latter part of July.

At St. Stephen, N.B.

The greater part of the automobile tourist traffic which enters through the port of St. Stephen is made up of former Maritimers who live in the United States and return home for a visit. These are affected by the United States passport regulations more than many others. The number of cars entered under 60-day touring permits from April 1 to July 31, was 8,865, while those entered for stays of 48 hours or less totalled 292,458. Canadian cars cleared outward for touring purposes numbered 2,171. Compared with the same four-month period of last year these totals all show decreases.

The number of chartered busses and also of conducted tours entered through the port has increased over last year's figures.

At Rock Island

Automobile tourist travel through the port of Rock Island, Quebec, continued fairly heavy this season until July 1, when traffic was reduced to a minimum. However, expenditure slips though fewer in number showed a larger average amount spent in Canada, one such amount being for a thousand dollars. False reports that have been circulated in the United States regarding difficulties to be encountered by foreign tourists in Canada are being exposed largely by returning travellers. Under the impression that his car might be seized, one tourist wished to make a substantial deposit in order to secure the safe return of his car across the border.

From April 1 to July 31, a total of 29,577 United States cars was entered through Rock Island, as against 37,261 entered during the corresponding period last year. At the outport of Beebe, United States cars entered during the first four months of this fiscal year numbered 9,612 compared with 12,180 for the four months period last year. Canadian cars outward for the respective periods totalled 3,073 and 5,885.

Border Points in Quebec

While no highway traffic is handled at the port of Sutton, Quebec, which is nine miles from the United States border, the outports and preventive station under its survey, situated near the international line, are busy points for the clearance of automobile tourists. At Highwater from April 1 to July 31, a total of 3,582 United States cars was entered under 60-day touring permits. This compares with 5,120 for the same period last year. Cars entered for short stays numbered 3,780 compared with 3,816. Due to road construction on this route, it is difficult to compare traffic totals this year with previous years.

From January 1 to July 31, a total of 2,548 cars entered through the outport of Abercorn under 60-day touring permits, a decrease of 548 or 17 per cent compared with last year, while cars entered for stays of 48 hours or less numbered 3,421, a drop of 1,085 or 24 per cent; Canadian cars outward 7,183, a decrease of 3,528 or 33 per cent. It is interesting to note that since about the beginning of August, United States automobile tourist traffic has increased at this outport, with indications of a busy September.

The outport of Mansonville entered 178 United States cars during the first four months of this fiscal year, while it cleared outward 174 United States cars. Other vehicles inward numbered 95, outward 93; passengers inward 1,004, outward 802.

The preventive station of Glen Sutton entered 4,888 United States cars under 60-day touring permits between the dates of January 1 and July 31. This shows a drop of 790 compared with a similar period last year. Cars entered for short stays totalled 2,233, a decrease of 40; total number of cars inward 7,121, outward 6,838.

AT TROUT RIVER, P.Q.

Traffic totals through Trout River, outport of Huntingdon, Quebec, from January 1 to July 31, were as follows: United States cars entered under 60-day touring permits 4,393, entered for periods of 48 hours or less 5,802. Totals for the same period last year were 5,256 and 5,705 respectively. Canadian cars outward numbered 9,914 compared with 14,086. Cars entered under 60-day touring permits through the outport of Dundee numbered 626 during the seven months period, as against 984 in the same months last year; cars entered for stays of 48 hours or less 5,260 compared with 5,693; Canadian cars outward for touring purposes 5,919 compared with 6,512.

AT PHILIPSBURG, P.Q.

United States cars entered at the port of Philipsburg, Quebec, between the dates April 1 and July 31, 1940, numbered 17,287, outwards 17,767. During the same months last year, the respective totals were 21,969 and 21,802. Passengers inward numbered 57,307 compared with 109,735, passengers outward 58,726 compared with 110,765. A total of 4,100 Canadian cars reported inward as against 14,396 inward for the same period last year.

AT LACOLLE

A total of 19,123 United States cars entered through the port of Lacolle, Que., under 60-day touring permit during the first four months of this fiscal year, while 1,961 United States cars entered for stays of 48 hours or less. These totals represent a decline of about 33 per cent compared with the April-July period of last year. Canadian cars outwards numbered 13,474 as against 31,310 for the same period of 1939.

Four highways enter Canada at this point, three being main highways with 24-hour service, and the fourth being used for local traffic only, the office being kept open only 16 hours a day, including Sundays. A new highway is under construction within the limits of this port and, when completed, will be one of the finest in the province. It will run from the border to Montreal.

AT CORNWALL, ONT.

While automobile traffic through the port of Cornwall, Ontario, during July decreased as a whole compared with July, 1939, the number of United States cars entered for stays of 48 hours or less increased, totals for the respective months of cars entered for short stays being 5,236 and 5,067. United States cars entered under 60-day touring permits numbered 1,795 compared with 2,626, while Canadian cars outward for touring purposes totalled 5,403 as against 7,976 for July last year.

Four permanent officers and one seasonal comprise the Customs-Excise staff at this port. One of the permanent officers, however, is serving at another port whose staff has been depleted on account of military services.

AT PRESCOTT

A total of 2,492 United States automobiles was entered through the port of Prescott, Ontario, during the seven months period ended July 31, an increase of 246 compared with the same period of last year. Cars entered for stays of 48 hours or less numbered 2,896, a decrease of 757, while Canadian cars reported outward for touring purposes totalled 3,175, a drop of 1,411.

AT BROCKVILLE

A total of 1,091 automobiles entered through the port of Brockville, Ontario, under 60-day touring permits from the beginning of the tourist season to July 31. This compares with 1,320 cars entered under 60-day permits in the corresponding period last year. Cars entered for stays of 48 hours or less numbered 664 compared with 709, while Canadian cars reported outward for touring purposes numbered 431 as against 987.

AT THOUSAND ISLANDS BRIDGE

Vehicular traffic through the port of Lansdowne, Ont. (Thousand Islands Bridge), from April 1 to August 6, decreased—inwards by 41 per cent, outwards by 39 per cent compared with the same period of 1939. Traffic totals in detail for the 1940 period under review were as follows: automobiles entered under 60-day touring permits 16,290, entered for extended stays 39, entered for periods of 48 hours or less 2,997; Canadian cars outwards for extended stays 2,614, out for short periods 3,549.

AT WALKERVILLE

Ferry traffic at the port of Walkerville, Ontario, is handled by a staff of fifteen officers, working in shifts from 5.30 a.m. to 10.30 p.m. on week days, on holidays and Sundays until 12 p.m. When necessary this staff is temporarily increased. A summary of ferry traffic for the period from April 1 to July 31, 1940, gives the following: United States automobiles entered under 60-day touring permits 2,676, entered for stays of 48 hours or less 11,175; Canadian cars outward for touring purposes 1,346; other vehicles inward, including trucks, 5,632, outward 4,080; passengers inward 63,451, outward 55,439. The total number of automobiles entered during the four months period was 21,022, the total number cleared outward 18,541. During the corresponding period last year cars inward numbered 26,749, outward 23,736.

At Sarnia

From April 1 to August 10, 1940, a total of 115,476 cars, inward and outward, was handled through the port of Sarnia, a daily average of 875. This compares with a total of 162,211 handled in the corresponding period last year, a daily average of 1,229. United States cars entered under 60-day touring permits numbered 23,649, while those entered for periods of 48 hours or less totalled 15,644, for extended stays up to six months 476. Canadian automobiles outward for touring purposes numbered 8,209; other vehicles inward 8,345, outward 8,564.

At Sault Ste. Marie

The port of Sault Ste. Marie, Ontario, issued 4,870 sixty-day touring permits from January 1 to July 31, 1940, compared with 6,243 during a similar period last year. This port also entered 5,573 cars for periods of 48 hours or less compared with 7,211 for the seven months of 1939. Canadian automobiles outward during the respective periods totalled 7,145 and 8,744. Passengers inward numbered 97,266 compared with 142,677, outward 99,950 compared with 148,277.

At Emerson, Man.

Tourist travel through the port of Emerson, Man., as in the case of other frontier points, declined this season compared with last year, due largely to United States passport and the Foreign Exchange Control Board regulations, also to rumours prevalent in the United States that, owing to war conditions, it was difficult to secure entry into Canada. However, from April 1 to July 31, a total of 4,532 United States cars entered through this port under 60-day touring permits. This compares with 7,046 for the same period last year. Cars entered for 48 hours or less numbered 7,268 compared with 7,662. Canadian cars outward for 60 days totalled 3,583 as against 7,898, while those out for short stays totalled 5,756 compared with 9,012.

In Saskatchewan

Following is a statement of automobile tourist traffic through the port of North Portal, Saskatchewan, together with the outports under its survey, for the period April 1 to July 31, 1940, showing comparison with the corresponding period of last year: *North Portal*—United States cars inward under 60-day touring permit 933, increase 16, inward for stays of 48 hours or less 2,356, increase 202, other vehicles inward 1,403, decrease 157, Canadian cars outward 5,103, decrease 233, passengers inward 27,521, outward 26,595; *Regway*—United States cars entered under 60-day touring permit 437, increase 24, entered for 48 hours or less 191, decrease 109, Canadian cars outward 965, decrease 178; *Marienthal*—United States cars in under 60-day touring permits 162, decrease 28, in for 48 hours or less 378, decrease 52, Canadian cars out 104, decrease 36; *Estevan* (May 1 to July 31)—Cars entered under 60-day touring permits 156, decrease 57, for 48 hours or less 1,090, increase 3, Canadian cars out 646, decrease 241; *Oungre*—cars entered under 60-day touring permits 200, increase 12, for 48 hours or less 135, increase 4, Canadian cars out 455, decrease 162; *Beaubier* (for July only)—United States cars inward 24, decrease 3, Canadian cars outward 6, decrease 90, passengers inward 139, decrease 267, outward 112, decrease 300.

At Coutts, Alberta

The volume of incoming United States automobile traffic to date through the port of Coutts, Alberta, is about equal to that of other years as regards tourists entering under 60-day touring permits. The number of cars entering for stays of 48 hours or less, however, decreased. During May, June and July, a total of 1,009 sixty-day touring permits was issued as against 1,016 for the same period last year. Cars entered for stays of 48 hours or less numbered 1,711 compared with 2,239.

In British Columbia

A summary of automobile traffic through the outport of Huntingdon and the preventive stations of Aldergrove and Boundary Bay, under the survey of the port of New Westminster, B.C., during the period from January 1 to July 31, gives the following: *Huntingdon*—United States cars entered under 60-day touring permit 5,004, entered for stays of 48 hours or less 3,284; Canadian cars out under touring permit 6,442, out for stays of 48 hours or less 4,051; *Aldergrove*—United States cars entered under 60-day touring permits 2,689, under commercial vehicle permits 175; entered for period of 48 hours or less 2,084; Canadian cars outward 6,019; *Boundary Bay*—United States cars inward under 60-day touring permits 2,465, inward for periods of 48 hours or less, 1,762; Canadian cars outward 14,300.

These totals show decreases in automobile tourist travel during the first seven months this year compared with last, with the exception of the number of cars entered through Boundary Bay for stays of 48 hours or less, the total of which increased slightly.

During the four months period up to July 31, 1940, *Pacific Highway,* B.C., entered 16,565 United States cars under 60-day touring permits, a drop of 513 compared with the same months last year. Also it cleared 2,232 cars inward for stays of 48 hours or less, an increase of 246. Passengers numbered 60,583, an increase of 623. Canadian automobiles outward numbered 26,581, a decrease of 15,970 while passengers totalled 95,553, a drop of 55,994. Traffic totals for *Douglas*, B.C., for the same period were as follows: United States cars inward under 60-day touring permits 8,723, decrease 3,223; entered for 48 hours or less 2,298, increase 493; passengers 39,887, decrease 10,642. Canadian cars outward numbered 9,928, decrease 3,476, passengers 32,576, decrease 14,520.

IMPORTS OF RAW RUBBER

Canada imported 6,699,666 pounds of raw rubber in May valued at $1,377,082 as compared with 6,733,998 at $1,025,335 in May, 1939. The Straits Settlements contributed 5,370,856 pounds, Ceylon 489,220, United Kingdom 447,934, United States 389,355 and the Netherlands East Indies 2,301.

CANADA'S IMPORTS

A sharp increase was recorded in the value of Canada's imports in June when the total was $90,705,000 as compared with $63,709,000 in June, 1939. Eight of the nine main commodity groups moved higher, with particularly noteworthy gains shown in iron and products, fibres and textiles and non-metallic minerals. The imports from the United States totalled $64,073,000 against $39,389,000 and from the United Kingdom $11,851,000 against $10,125,000.

Leading imports in June were as follows, with figures for June, 1939, in brackets: petroleum products, $7,491,000 ($6,260,000); coal, $7,140,000 ($2,714,000); industrial machinery, $5,353,000 ($3,675,000); rolling mill products, $5,274,000 ($2,672,000); cotton, $4,183,000 ($2,873,000); wool, $2,917,000 ($1,881,000); sugar, $3,429,000 ($2,445,000); farm implements, $3,056,000 ($1,808,000); automobiles and parts, $3,776,000 ($2,541,000); fruits, $4,043,000 ($3,578,000); vegetables, $1,059,000 ($1,167,000).

Other leading imports were: vegetable oils, $958,000 ($805,000); tea, $791,000 ($417,000); rubber, $982,000 ($1,210,000); seeds, $616,000 ($112,000); silk, $712,000 ($505,000); paper, $753,000 ($707,000); engines and boilers, $677,000 ($518,000); aluminum, $702,000 ($544,000); coke, $500,000 ($272,000); glass and glassware, $840,000 ($636,000); stone and products, $914,000 ($700,000); dyeing and tanning materials, $585,000 ($387,000); fertilizers, $409,000 ($125,000); paints and varnishes, $461,000 ($404,000); personal equipment, $859,000 ($618,000); refrigerators and parts, $489,000 ($202,000); scientific equipment, $430,000 ($426,000).

EXPORTATION OF CHEESE

The regulations respecting the exportation of Cheese as contained in WM No. 28 are amended to provide that casual exportations of cheese not exceeding fifty pounds in any one shipment may be permitted without a licence or permit approved by or on behalf of the Dairy Products Board.

NEWS AND COMMENT

Hamilton, Ont.: Customs-Excise revenue at the port of Hamilton, Ontario, for the seven months ended July 31, 1940, amounted to $8,679,726 as against $4,728,887 collected during the corresponding period last year, a net increase of $3,950,839. During July the largest amount for any one month in the history of the port was collected totalling $2,521,369. Collections in detail for the seven months this year were: import duty $2,534,140, increase $1,431,235; sales tax on imports $246,303, increase $131,987; Excise tax on imports $42,922, decrease $18,996; war exchange tax $504,630, increase $504,630; sales and Excise taxes, domestic, $3,349,090, increase $1,147,888; Excise duty $2,001,055, increase $753,594; sundry collections $1,586, increase $501.

Postal branch collections at Hamilton for the seven months period amounted to $39,794, an increase of $12,884, while the number of parcels handled totalled 13,209, a decrease of 703. At the express branch collections totalled $104,103, increase $36,863, packages handled 10,473, decrease 1,252.

Manifests received numbered 13,244, an increase of 2,902.

Ottawa: Allan C. McGuirl of the Excise staff at Headquarters died August 8, 1940. Entering the Customs service in 1920 the late Mr. McGuirl was a familiar figure in the Connaught Building for many years. He was appointed Senior Clerk in 1923 and was promoted to Principal Clerk in 1925. At the time of his death he was in charge of the Audit and Collections Records Branch of the Excise service.

Mr. McGuirl was born in Ottawa in 1894. He was a noted musician and widely known in sport circles. Another of his many interests was breeding and exhibiting dogs and for many years he was secretary of the Ottawa Kennel Club.

His untimely death is deeply regretted by his colleagues and wide circle of friends.

Brantford, Ont.: John H. Spence, a former Collector of Customs and Excise at this port, died August 8, 1940. Entering the Customs service in 1915 as Assistant Collector, deceased was appointed Collector the same year and continued in office for twenty-three years. He retired on superannuation in 1937. Prior to his appointment as Collector, Mr. Spence served on the aldermanic board of the city of Brantford and was Chief Magistrate during 1914 and 1915.

Always active in community life, Mr. Spence served on numerous committees and directional boards and also gave liberally of his time in church work. Deceased was born at Toronto in 1868.

Walkerville: Customs-Excise revenue collected at the port of Walkerville, Ont., during the four-month period, April 1 to July 31, 1940, almost doubled compared with the same months last year, jumping from $2,752,288 to a total of $5,287,133, an increase of $2,534,845. Entries increased by 6,532 to a total of 31,589. A record of business transacted by months gives the following: April $1,212,451, entries 8,197; May $1,501,735, entries 9,464; June $1,237,266, entries 7,637; July $1,335,681, entries 6,291.

Montreal: Increased activity at the Customs Air Harbour, St. Hubert, Quebec, is reported for the month of July compared with the same month last year. A total of 435 aeroplanes, inward and outward, carrying 2,938 passengers and 4,023 pieces of baggage, was cleared during July. These figures represent an increase of 58 in the number of planes handled, 777 in the number of passengers and 1,191 in pieces of baggage carried. Totals in detail for July, 1940, showing comparison with the same month last year, were as follows:

Aeroplanes inward 216, increase 27, outward 219, increase 31; passengers inward 1,438, increase 407, outward 1,500, increase 370; pieces of baggage inward 1,868, increase 532, outward 2,155, increase 659; express parcels inward 128, increase 12, outward 37, increase 21; bags of mail inward 572, increase 11, weight 4,421 pounds, increase 208, outward 582, increase 76, weight 3,221 pounds, decrease 435.

The value of importations at St. Hubert during July was $6,893 as against $81,380 for July last year. Four flights inward and 3 outward were cancelled during the month owing to weather conditions. This compares with 2 inward and 2 outward cancelled during July last year. Tourist permits issued numbered 21 compared with 23 a year ago.

Winnipeg: Revenue at the port of Winnipeg received during the first four months of this fiscal year amounted to $4,433,055 as against $3,087,500 collected in the same period last year, an increase of $1,345,555. Collections for the month of July alone amounted to $1,223,144, a net increase of $490,652 over July, 1939. Collections in detail for July were: Customs import duties $341,033, increase $71,282, import sales tax $102,604, increase $21,722, import excise tax $2,800, decrease $2,917, war exchange tax $188,773, increase $188,773, domestic Excise tax $408,453, increase $118,634, Excise duties $178,416, increase $93,102, sundry collections $1,065, increase $56.

Niagara Falls: During July, the first month that Canadians required a passport for entry into the United States, automobile tourist traffic through the port of Niagara Falls, was reduced by more than half of the total of July last year. Automobiles inward and outward numbered 141,048 as against 323,982 a year ago, while passengers totalled 483,813 compared with 1,212,779. Traffic totals in detail for July, 1940, were as follows: United States cars inward 67,423, outward 65,397; Canadian cars inward 4,883, outward 3,345; other vehicles inward 3,156, outward 3,148.

A total of 20,278 sixty-day touring permits was issued during July, and 12 permits for stays up to six months. United States cars entered for periods of 48 hours or less numbered 47,182. Busses inward during July totalled 2,138, outward 2,128.

Re LEATHER EXPORTS

By Order in Council (P.C. 3028) it was ordered that until further notice licences for the export from Canada of leather, hides and skins, other than fur skins, shall be granted only when approved by the Hides and Leather Administrator on behalf of the Wartime Prices and Trade Board.

Collectors and transportation companies are instructed that no leather, hides and skins, other than fur skins, shall be accepted for shipment or released for export unless accompanied by Foreign Exchange Control Board Form B stamped "Approved on behalf of the Wartime Prices and Trade Board" and signed by or on behalf of the Hides and Leather Administrator.

All applications for permission to export leather, hides and skins should be forwarded direct to the Wartime Prices and Trade Board, 107 Sparks Street, Ottawa, on Foreign Exchange Control Board Form B.

QUESTION BOX AND LETTER BAG

Agrees With Suggestion

L. W. E. Greenland, Collector of Customs and Excise, Sherbrooke, Quebec, writes:—

With reference to a letter appearing in the Review under the heading " Question Box and Letter Bag ", written by J. W. King, Cashier and Computing Clerk at Cobourg, I am in accord with this officer's remarks. I cannot see why it is necessary to show the importer's name in the Customs cash book, as during my twenty-four years' experience in the Customs service, I have never known any officer of this port having to refer to the cash book for an importer's name.

The procedure followed at this port, and I assume at a number of other ports, is to index the import entries and invoices before the Ottawa copies are sent to the Department, that is to say, when the entries and invoices for the Department have been divided, they are indexed. By this system, the showing of the importer's name on the cash book would have very little value in regard to the tracing of an entry.

Editor's Note.—Further comments and suggestions are invited.

JUST AMONG OURSELVES

AUGUST-SEPTEMBER

ADDITIONS

NOVA SCOTIA

HALIFAX: I. V. Vanstone, Customs Truckman.

QUEBEC

MONTREAL: J. R. B. Nepveu, Office Boy; J. J. L. H. T. Sabourin, Office Boy.

ONTARIO

BELLEVILLE: C. D. Kiser, Customs Excise Clerk.
TORONTO: J. J. Kindellan, Customs Truckman.
WINDSOR: H. Sharp, Stenographer, Grade 1.

MANITOBA

WINNIPEG: Joseph Lewicki, Office Boy.

SASKATCHEWAN

MOOSE JAW (Treelon): A. J. C. Stuart, Sub-Collector of Customs and Excise, Limited Service Outport.

BRITISH COLUMBIA

VANCOUVER: G. G. Walker, Office Boy.

ADMINISTRATIVE

E. M. Baker, Stenographer, Grade 1; A. H. Dalton, Secretary to Executive; M. Dilabio, Stenographer, Grade 1; K. M. Dumas, Stenographer, Grade 1; J. M. Groulx, Office Boy; Jean Henderson, Stenographer, Grade 3; H. E. Hitsman, Stenographer, Grade 1; R. T. Lavigne, Office Boy; W. D. Mason, Office Boy; D. M. Sykes, Stenographer, Grade 1; M. J. Wismer, Stenographer, Grade 1.

UNDERVALUATION

QUEBEC

MONTREAL: Camille Mongenais, Clerk, Grade 1.

DEDUCTIONS

QUEBEC

MONTREAL: Georges Deshaies, Cashier and Computing Clerk (Retired); A. Pelletier, Customs Express and Postal Cashier (Retired).

ONTARIO

GANANOQUE: G. E. O'Brien, Customs Excise Examiner (Deceased).
NIAGARA FALLS: J. J. Byers, Computing Clerk (Deceased); L. J. Stayzer, Clerk, Grade 1 (Resigned).
SARNIA: H. A. Taylor, Senior Customs Excise Examiner (Deceased).
SUDBURY: G. Neilson, Cashier and Computing Clerk (Retired).

MANITOBA

EMERSON: H. Pohl, Customs Excise Examiner (Resigned).

ADMINISTRATIVE

E. M. Collard, Stenographer, Grade 1 (Reassigned to another Dept.); W. A. Fuller, Principal Clerk (Retired); M. A. F. Haughton, Stenographer, Grade 1 (Rejected); J. A. Hutton, Investigator of Drawback Claims (Retired); G. M. MacDougall, Head Clerk (Retired); A. C. McGuirl, Principal Clerk (Deceased); A. M. McIntyre, Stenographer, Grade 3 (Resigned); F. B. Strong, Office Boy (Resigned); J. M. Theoret, Office Boy (Resigned); S. J. Webb, Clerk, Grade 2 (Retired); M. E. Wenker, Stenographer, Grade 1 (Reassigned to another Dept.).

PROMOTIONS

QUEBEC

QUEBEC: C. G. B. LaRue, from Customs Express and Postal Cashier to Senior Customs Excise Clerk.
SHERBROOKE: V. R. C. Spearing, from Clerk, Grade 1 to Customs Truckman.

ONTARIO

KITCHENER: H. H. Becker, from Customs Excise Cashier to Computing Clerk.

MANITOBA

WINNIPEG: P. F. Haddon, from Express and Postal Computing Clerk to Customs Express and Postal Cashier; C. W. Youell, from Computing Clerk to Senior Computing Clerk.

ALBERTA

CALGARY: J. M. Donaldson, from Express and Postal Computing Clerk to Senior Customs Excise Clerk.

BRITISH COLUMBIA

VANCOUVER: K. W. A. Banks, from Clerk, Grade 1 to Customs Excise Examiner; L. G. Best, from Senior Customs Guard to Customs Excise Examiner; L. G. Hodge, from Clerk, Grade 1 to Customs Excise Examiner.

ADMINISTRATIVE

N. J. Logan, from Office Boy to Clerk, Grade 1; L. J. MacDonald, from Office Boy to Clerk, Grade 1; S. McCullough, from Senior Customs Excise Checking Clerk to Principal Clerk; J. J. L. A. Roger, from Clerk, Grade 1 to Clerk, Grade 2.

TRANSFER

AUDIT

ALBERTA

J. D. Sanderson, from Excise Tax Auditor, Grade 2, Edmonton, to Excise Tax Auditor, Grade 2, Calgary.

COMPARATIVE STATEMENT OF CUSTOMS AND EXCISE REVENUE RECEIVED DURING THE MONTH OF AUGUST, 1939 AND 1940

—	1939	1940	Increase	Decrease
	$ c.	$ c.	$ c.	$ c.
Customs Duties	7,708,384 75	11,226,623 06		
Less Refunds and Drawbacks	518,554 85	979,744 41		
Net	7,189,829 90	10,246,878 65	3,057,048 75	....
Excise Taxes	12,845,005 68	24,197,993 07		
Less Refunds and Drawbacks	270,692 32	245,592 91		
Net	12,574,313 36	23,952,400 16	11,378,086 80	....
Excise Duties	5,012,683 08	7,424,214 98		
Less Refunds and Drawbacks	37,756 91	93,659 21		
Net	4,974,926 17	7,330,555 77	2,355,629 60	....
Sundry Collections	60,541 42	45,833 80		
Less Refunds	1 50	252 75		
Net	60,539 92	45,581 05	....	14,958 87
Net Totals	24,799,609 35	41,575,415 63	16,790,765 15	14,958 87
Net Increase	....	....	16,775,806 28	....

TOTALS FOR FIVE MONTHS

—	1939-40	1940-41	Increase	Decrease
	$ c.	$ c.	$ c.	$ c.
Customs Duties	37,446,578 52	56,694,943 95		
Less Refunds and Drawbacks	4,131,375 83	5,151,651 95		
Net	33,315,202 69	51,543,292 00	18,228,089 31	....
Excise Taxes	56,827,700 66	89,825,948 09		
Less Refunds and Drawbacks	1,634,439 79	1,462,292 64		
Net	55,193,260 87	88,363,655 45	33,170,394 58	....
Excise Duties	23,299,945 17	36,187,617 89		
Less Refunds and Drawbacks	242,740 99	359,961 51		
Net	23,057,204 18	35,827,656 38	12,770,452 20	....
Sundry Collections	238,941 33	253,439 32		
Less Refunds	10 37	434 07		
Net	238,930 96	253,005 25	14,074 29	....
Net Totals	111,804,598 70	175,987,609 08	64,183,010 38	....
Net Increase	....	....	64,183,010 38	....

COMPARATIVE STATEMENT OF INCOME TAX REVENUE RECEIVED DURING THE MONTH OF AUGUST, 1939 AND 1940

—	August, 1939	August, 1940	Increase	Decrease
	$ c.	$ c.	$ c.	$ c.
Net Collections	4,372,132 77	8,221,758 62	3,849,625 85	....

TOTALS FOR FIVE MONTHS

—	1939-40	1940-41	Increase	Decrease
	$ c.	$ c.	$ c.	$ c.
Net Collections	102,124,348 69	132,028,048 59	29,903,699 90	....

INCOME TAX COLLECTIONS BY DISTRICTS

Comparative Statement of Net Collections by Districts Received During the Months April to August Inclusive, of the Fiscal Years 1939-40 and 1940-41. (Decrease Marked*.)

Districts	1939-40	1940-41	Increase or Decrease
Charlottetown	399,833 49	514,172 28	114,338 79
Halifax	1,451,918 28	2,397,235 33	945,317 05
Saint John	1,058,142 24	1,422,959 95	364,817 71
Quebec	1,072,201 36	1,628,370 59	556,169 23
Montreal	27,934,701 76	36,301,377 81	8,366,676 05
Ottawa	5,454,695 23	6,954,714 49	1,500,019 26
Kingston	294,558 72	308,333 44	13,774 72
Belleville	478,640 88	746,163 34	267,522 46
Toronto	36,045,864 35	44,450,926 53	8,405,062 18
Hamilton	6,555,446 13	9,260,722 37	2,705,276 24
London	9,069,161 73	10,326,174 05	1,257,012 32
Fort William	323,256 87	560,573 34	237,316 47
Winnipeg	2,908,085 83	3,897,136 89	989,051 06
Regina	269,156 72	398,803 16	129,646 44
Saskatoon	140,590 70	264,967 78	124,377 08
Calgary	1,544,340 49	1,861,305 28	316,964 79
Edmonton	469,597 75	629,570 51	159,972 76
Vancouver	6,572,575 59	9,957,583 86	3,385,008 27
Yukon	81,580 57	146,957 59	65,377 02
Total	102,124,348 69	132,028,048 59	29,903,699 90

The National Revenue Review

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October, 1940

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Private Secretary, W. O. Davis

Commissioner of Customs, H. D. Scully
Commissioner of Excise, David Sim
Commissioner of Income Tax, C. F. Elliott, K.C.
Assistant Commissioner of Customs, L. F. Jackson
Assistant Commissioner of Excise, V. C. Nauman
General Executive Assistant, P. L. Young

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New Regulation Regarding Shipping

HON. COLIN W. G. GIBSON, Minister of National Revenue, announced recently that the Government had issued a new Defence of Canada Regulation of importance to the shipping world. The new Regulation makes it an offence for any Canadian (individual or corporate) to furnish, in Canada or on the high seas, privileges to any ship unless such ship possesses a "Ship's Privilege Licence" issued by, or on behalf of, the Commissioner of Customs. The term "privilege" for the purpose of this Regulation includes practically all goods supplied or services rendered to vessels, but particularly the following: bunkers (oil, coal or any other fuel), ship's stores, water, repair facilities, war risk and marine insurance, Admiralty or other charts, facilities for cable communications and financial assistance.

Any person furnishing such privileges or facilities contrary to the provisions of this Regulation, will be guilty of an offence against the Regulation and in any prosecution for such offence in which the accused person justifies his action upon the grounds that the ship possessed the necessary licence, it will be his responsibility to prove that the ship did possess the licence and that he examined it.

"Ship's Privilege Licences" will be issued by the Commissioner of Customs through the Collectors of Customs at the various Canadian ports. Decisions as to whether a vessel shall be granted or denied a licence will be made by the Commissioner of Customs acting in consultation with the Canadian Shipping Board.

No inconvenience is anticipated to shipowners, operators or masters, who, in all cases, should apply for the required privilege licence to the nearest Collector of Customs. Masters of vessels, upon arrival at a Canadian port, should apply for their ship's privilege licence when reporting inwards to Customs authorities.

The new Regulation applies to all vessels exceeding 500 tons gross tonnage which touch at Canadian sea ports. The Regulation does not apply to Great Lakes ports.

The Regulation came into force Monday, September 16, 1940.

Private Secretary to the Minister

W. O. DAVIS, of the firm of Davis and Waller, Barristers and Solicitors, Hamilton, Ontario, has been appointed Private Secretary to the Minister of National Revenue, Hon. Colin W. G. Gibson, K.C. Mr. Davis entered on his official duties October 1.

Letters by the Thousands

THE mail bags of the Department are filled these days. Incoming and outgoing Customs-Excise mails handled by the Records Branch at headquarters during the nine months period, January 1 to September 30, 1940, averaged 1,207 letters daily. The total number of letters handled in that period was 271,521, made up of Customs 218,445, Excise 53,076. Incoming letters numbered 117,946 (Customs 90,445, Excise 27,501), a daily average of 524; outgoing letters 153,575 (Customs 128,000, Excise 25,575), a daily average of 683.

The volume of Customs letters received during the month of September reached an all-time high, totalling 13,431. This compares with 7,850 Customs letters received during September last year. August, 1940, was a close second with a total of 12,226 Customs letters received. On September 3, 1940, a total of 807 Customs letters was received—an all-time daily record for the branch.

The new filing system established recently in the Records Branch is functioning well. Letters are now indexed on cards instead of in ledgers, the cards being filed in cabinets holding up to 90,000 cards each. These are readily accessible to the index clerk. Work is further simplified by giving a permanent number of four figures to each subject filed.

Whereas formerly as many as ten files on a given subject were sometimes required when drawing back numbers, now all information is found in one section of the file room, sometimes in one drawer.

Under the old system, when a file became full it was closed and a new file opened with a different number which bore no relation to the former figures. This was a decided disadvantage because, after having familiarized himself with the number of a certain subject, one was at a loss for some time after the change to the new file was made.

The present system may be summed up as follows: on a single card is recorded the name and address of the correspondent, the incoming date, the file number and a précis of contents. The letter is then forwarded to the proper officer or branch for reply. On receipt of the reply a record of outgoing date is made on the above mentioned card. In this way a complete record with each correspondent is kept in one place.

Labour Day at Niagara Falls

MORE United States automobiles were entered through the port of Niagara Falls for touring purposes during the Labour Day week-end this year than last. In the four-day period, August 30 to September 2, 1940, a total of 28,866 United States cars was cleared inward, an increase of 4,195. Nearly all other traffic figures, however, showed heavy decreases. Canadian cars outward numbered 398 as against 10,896 in the four-day period last year, while other vehicles inward numbered 519 compared with 573, outward 514 compared with 569. Passengers inward totalled 94,193, outward 92,300, decreases of 37,244 and 41,920, respectively. United States cars entered during the week-end under 60-day touring permits numbered 8,665, a decrease of 1,950, while cars entered for stays of 48 hours or less numbered 20,205, an increase of 6,161.

During the month of August a total of 190,640, automobiles, inward and outward, was cleared through Niagara Falls. This compares with 327,264 cleared during August last year. Passengers inward and outward numbered 662,188 compared with 1,210,865. Traffic totals in detail for August, 1940, were as follows: United States cars inward 94,524, outward 88,831; Canadian cars inward 3,646, outward 3,639; other vehicles inward 3,688, outward 3,702.

A total of 29,393 sixty-day touring permits was issued during the month as against 39,248 issued in August, 1939. United States cars entered for short stays of 48 hours or less totalled 65,133 compared with 69,831. Buses inward numbered 2,582, outward 2,581.

Notes on July Tourist Travel

THAT Canada's automobile tourist trade was drastically curtailed by the official regulations that went into effect early in July, both in the United States and Canada, is revealed by the following statement covering automobile travel through frontier points during July this year compared with last.

The total number of cars entered was 452,307, made up of—148,936 cars entered for periods over 48 hours but not exceeding 60 days, 236 cars for periods over 60 days but not exceeding 6 months, 300,301 cars for periods not exceeding 48 hours, 2,834 cars entered for purposes other than touring. During July, 1939, a total of 764,408 automobiles was entered, a difference of 312,101 compared with last July's figures.

Ontario entered 91,379 United States cars under 60-day touring permits and 226,936 cars for stays of 48 hours or less. The busiest ports of entry for cars under 60-day touring permits were: Fort Erie 25,840 cars, Niagara Falls 20,251, Windsor 18,980, Lansdowne 7,164, Sarnia 6,955. Fort Erie entered also 137,659 cars for stays of 48 hours or less, while Niagara Falls entered 47,182 and Windsor 30,128.

Through Quebec's frontier ports and outports a total of 28,132 cars was entered under 60-day touring permits and a total of 23,253 cars for short stays. The principal Quebec points of entry for cars under the 60-day touring permits were: Lacolle 7,944 cars, Phillipsburg 4,930, Rock Island 3,952, Armstrong 2,368.

British Columbia issued the third largest number of 60-day touring permits, namely 11,214, the principal points of issuance being—Pacific Highway 3,816, Victoria 2,074, Kingsgate 1,206, Huntingdon 1,064.

New Brunswick's heaviest traffic was in cars entered for short stays of 48 hours or less. These totalled for July, 39,947, mostly entered through the port of St. Stephen. Sixty-day touring permits numbered 9,121, issued principally at St. Stephen, Woodstock Road, Edmundston, St. Leonard and Andover.

Sixty-day touring permits issued in Alberta numbered 4,379, the principal points being Chief Mountain which issued 2,886 touring permits, and Carway which issued 1,040. Manitoba issued 2,741 sixty-day touring permits, principally at Emerson; Saskatchewan 1,514 and Nova Scotia 456.

New York State was represented by 38,952 cars entered under 60-day touring permits during July, Michigan by 20,818, Ohio 9,873, Pennsylvania 8,727, Massachusetts 8,572, Illinois 6,623, Vermont 6,155, California 5,658, Washington 4,938, Maine 4,816 and New Jersey 4,682. The smallest number of cars to be entered from any one state was 31, coming from New Mexico.

One hundred and eleven automobiles were entered under touring permits during July from countries other than the United States. The most distant countries represented were—Australia by 2 cars, Hong Kong by one and the Philippine Islands by 3. Sixty-six cars were entered from Hawaii, 13 from Panama, 7 from Cuba, 4 from Mexico, 3 each from the United Kingdom, Venezuela, Alaska, and Newfoundland, 2 from Puerto Rico, and one from the British West Indies, other. In all thirteen countries were represented.

The number of Canadian automobiles cleared outward for touring and other purposes during July dropped to a total of 23,359 from a total of 182,093 cleared outward during July last year. Cars were about evenly divided between those cleared outward for periods of 48 hours or less and those cleared for longer stays. Of the latter 4,561 cars were cleared through Ontario ports, 2,719 through those of British Columbia, 2,238 through Quebec, 997 through Manitoba, 471 through Saskatchewan, 250 through Alberta, 163 through New Brunswick and one through Nova Scotia.

The busiest points of exit for Canadian cars outward for stays exceeding 48 hours were: Pacific Highway 1,542 cars, Windsor 1,426, Emerson, Man., 915, Niagara Falls 885, Lacolle, Que., 750, Phillipsburg, Que., 663, Sarnia, Ont., 649, Fort Erie 625.

Departmental Rulings

"ERTEL" EBW Bench Model Asbestos Disc Filter, manufactured by Ertel Engineering Corp., New York, at the present time is held to be of a class or kind not made in Canada and admissible at 10 per cent ad valorem, Item 427a, under the Canada-United States Trade Agreement. Motor—Item 445g.

Tobacco Stem Flattening Machines, Models A and A No. 1, manufactured by the Himoff Tobacco Machine Co., Long Island City, N.Y., at the present time are held to be of a class or kind not made in Canada and admissible at 10 per cent ad valorem, Item 427a, under the Canada-United States Trade Agreement. Motor—Item 445g.

"Michigan" Truck Shovel—Crane—Trench Hoe—Dragline, Model TM-16, manufactured by Michigan Power Shovel Co., Benton Harbor, Michigan, at the present time is held to be of a class or kind made in Canada and dutiable at 25 per cent ad valorem, Item 427, under the Canada-United States Trade Agreement.

Automatic Back Knife Gauge Lathe, manufactured by Pringle & Brodie Machinery Co., Chicago, Illinois, at the present time is held to be of a class or kind not made in Canada and admissible at 10 per cent ad valorem, Item 427a, under the Canada-United States Trade Agreement. Motor—Item 445g.

"Oberdorfer" Improved Automatic Electric Sump Pump, manufactured by M. L. Oberdorfer Brass Co., Syracuse, N.Y., at the present time is held to be of a class or kind made in Canada and dutiable at 25 per cent ad valorem, Item 427, under the Canada-United States Trade Agreement.

Drawings, sketches or designs as are outlines, dimensioned or drawn to scale, used in connection with the cutting of cloth in the garment industry, are held to be patterns and are, therefore, not entitled to entry under Tariff Item 695b, but are dutiable under Tariff Item 180.

Indians Contributing to War Effort

INDIANS in practically every part of Canada are contributing generously to Canada's war effort, their donations taking many forms. Reports by returning treaty-paying parties and by Indian agents tell of how whole-heartedly the Indians are behind the Dominion in the conduct of the war. Not only have the Indians been anxious to turn over substantial sums from band funds for the purchase of war bonds and certificates and for other war services but they have dipped deeply into their meagre personal funds to help the Red Cross, the Salvation Army, and the care of evacuated children. Records maintained in the Indian Affairs Branch, Department of Indian Affairs, show that donations made to date to war services total nearly $3,000. This figure represents only a small part of the contributions made, as press and other reports indicate that many subscriptions have gone directly to the local service organizations, while donations of furs, clothing, and other articles have not been given a monetary value.

A treaty-paying officer who recently returned from northern Manitoba reported a donation of $261 by the bands in the Norway House Agency. The extent of the personal sacrifice made by the Indians in these bands to gather such a sum will be better understood when it is remembered that practically the only money seen by these Indians is at treaty-paying time. Each Indian receives $5 and undoubtedly a goodly part of each treaty payment went to make up this donation. Indians from the Island Lake, Gods Lake, Oxford House, Cross Lake, and Norway House bands contributed.

Other contributions of which the Department has been advised or is handling include those from various bands in Ontario, Saskatchewan, and Alberta. The Red Cross is the most popular object to which the Indians donate.

Canadian Indians gave generously of their manpower in the first Great War and in the present struggle they are again well represented in units serving overseas and at home. On many of the reserves Indian women refuse to be outdone by their menfolk and are entering into the work of the various war services with enthusiasm.

Good-will and Courtesy

LETTERS expressing appreciation of Canada and Canadians, written by automobile and other tourists from the United States who have spent their vacation north of the border, continue to be received by this Department, as well as by the Canadian Travel Bureau. Many of these letters mention the courtesy and general good-will met on every hand. The following extracts, chosen almost at random, are typical:—

"I took my family with me last August to Nova Scotia, by way of Digby, spending part of the time with an old friend at Annapolis Royal, and, as always, receiving royal hospitality; going on for a very pleasant stay at Chester on the south coast. We enjoyed there the sailing and swimming and were particularly impressed with the pleasant temperature of the water as compared with that of Maine. Everywhere in the provinces we were treated with kindness, consideration and courtesy."

"We found the roads in Quebec province satisfactory, better in fact than we had hoped for, considering we were some distance from any large city. We were given very courteous treatment all along the route, especially by the Customs officials on entering and leaving the country. We also found prices very reasonable, in fact, I find it difficult to express our appreciation. The Gaspé trip is one we are talking about to our friends and recommending for their vacations. Percé, in our opinion was the high spot of the trip."

"I engaged a cabin at Otty Lake, Ontario, last August, where, with my family, I enjoyed myself thoroughly. We found the Canadians to be more friendly to strangers than we are in our own country. We hope to purchase a small island in one of the many lakes we visted. We found the fishing better than we had hoped. Prices for food were so low that we haven't stopped talking about them yet. We have never received more for our money anywhere, and we expect to return next summer with three other families."

"I spent a very enjoyable vacation in Jasper and Banff national parks, and I was impressed with the courtesy and quiet efficiency of the Customs men at the border. At the parks no expensive guides were urged upon me, nor was I subjected to any high-pressure salesmanship. I have travelled extensively in Europe and am in a position to make a genuine comparison, and I am happy to say that any country could very well copy, to their great advantage, your extremely helpful co-operation with travellers."

"The information we received was truthfully given, and the tourist bureau at Sault Ste. Marie, Ontario, arranged everything for our stay. Our first vacation in Canada last year was the most enjoyable ever spent. We found exactly what we desired; quiet surroundings, bracing air, splendid accommodations, reasonable prices, and a beautiful wild country. We hope to return next summer for a longer stay. The hospitality of the people impressed us very much and their sincere efforts to make our stay enjoyable."

"Our visit was a most pleasant one; memories of Wasaga Beach, Lake Couchiching, Toronto, and the musical ride of the Mounties at the Exhibition will long linger. As we visited relatives in Toronto, our expenses were low. Courtesy and accommodation were the rule wherever we stopped. The neighbourliness of all we met across our border which is without bayonets should be of interest to all mankind. Words fail me in expressing the Dominion's hospitality and interest in her visitors."

"We took a boat from Seattle, shipping our car to Vancouver. From there we took the Caribou highway up the Fraser River Gorge, and on north some 700 miles to Prince George and Vanderhoof. There we spent some five days camping in the woods, and enjoyed very excellent fishing. On our return trip we came down to Cache creek, then Kamloops and Okanagan Lake to Spokane and thus home. We enjoyed excellent weather and beautiful scenery the whole way. People were friendly and accommodations were comfortable, and the only objections to more frequent trips into British Columbia is the distance that must be covered to get there."

Forest Fire Prevention

VIGILANCE against forest fires can help win the war. Approximately 86 per cent of forest fires in Canada are started by human agencies. In an average year more than two million acres of forest land are burned over in Canada, destroying the resources of a great primary industry which has assumed even greater importance during the present war.

During the present conflict the export of Canadian wood pulp, paper, and other wood products to the United States is providing a large amount of foreign exchange which is being used for the purchase of essential war supplies. As the United Kingdom has been cut off from its former sources of wood supply in northern Europe, Canada is now filling the breach with the products of her forests, not only for normal use but also for specialized lines connected with Empire defence. In addition, Canada's own war effort is calling for vast quantities of lumber, which are being readily obtained from her forests. The ability of Canada's forests to meet these demands is of extreme strategic value at present, and protection of the forest resources at this time against destructive fires provides an excellent opportunity for the exercise of patriotism.

Excise Duty Collections

COMPARATIVE statement of excise duty collections in Canada, during the months of August, 1939, and August, 1940:—

August, 1940, spirits, matured $966,657; August, 1939, $744,777. August, 1940, spirits, unmatured $71,902; August, 1939, $73,501. August, 1940, validation fee $50,494; August, 1939, $21,080. August, 1940, malt $1,504,190; August, 1939, $835,836. August, 1940, beer $33,991; August, 1939, $19,553. August, 1940, malt syrup $8,662; August, 1939, $15,721. August, 1940, cigars $44,214; August, 1939, $33,756. August, 1940, cigarettes $3,707,743; August, 1939, $2,908,723, August, 1940, manufactured tobacco $868,259; August, 1939, $532,559. August, 1940, licences $2,248; August, 1939, $355. August, 1940, Canadian raw leaf tobacco $17,478; August, 1939, nil.

Comparative statement of tobaccos, cigarettes and cigars entered for consumption, in Canada, during the months of August, 1939, and August, 1940:—

August, 1940, tobacco, cut 2,160,333 pounds; August, 1939, 2,244,548 pounds. August, 1940, tobacco, plug, 275,632 pounds; August, 1939, 306,173 pounds. August, 1940, tobacco, snuff, 81,732 pounds; August, 1939, 88,305 pounds. August, 1940, cigarettes, number 620,888,893; August, 1939, number 719,561,940. August, 1940, cigars, number 14,284,898; August, 1939, number 11,336,676. August, 1940, Canadian raw leaf tobacco, 174,781 pounds; August, 1939, nil.

Canal Traffic in August

TRAFFIC through the Canadian and United States Locks of the Sault Ste. Marie Canals increased to 13,713,289 tons in August, 1940, from 10,551,560 in August, 1939. The chief factor in raising the tonnage was the heavy increase in down bound iron ore, which rose to 10,793,657 tons from 7,428,777, a gain of 45 per cent. Wheat shipments were also heavier while other grains and soft coal declined.

Welland Ship Canal traffic increased to 1,819,720 tons in August from 1,712,809 in August, 1939. Soft coal rose to 737,413 tons from 551,118, petroleum and other oils to 199,856 tons from 88,991, corn to 61,925 tons from 35,971 and coke to 42,764 tons from 22,014. Shipments of oats, wheat, flour, gasoline and pulpwood were lower.

With decreases in the majority of commodities using the St. Lawrence Canals in August, total traffic dropped to 1,007,768 tons from 1,284,021 tons in the corresponding month last year.

Air Traffic at St. Hubert

FOUR hundred and twenty aeroplanes, inward and outward, carrying in all 3,408 passengers and 4,217 pieces of baggage, were cleared through the Customs Air Harbour, St. Hubert, Quebec, during the month of August. These totals represent increases of 43 in the number of planes, 1,247 in the number of passengers and 1,385 in pieces of baggage, compared with the same month a year ago. Totals in detail were as follows: aeroplanes inward 213, increase 24, outward 207, increase 19; passengers inward 1,708, increase 677; outward 1,700, increase 570; pieces of baggage inward 2,109, increase 773, outward 2,108, increase 612; express parcels inward 140, increase 24, outward 57, increase 41; bags of mail inward 588, increase 27, weight 5,345 pounds, increase 1,132, outward 564, increase 58, weight 3,334 pounds, decrease 322.

The value of importations in August was $4,109 compared with $81,380 for August last year. Four flights inward and 4 outward were cancelled during the month owing to weather conditions. This compares with 4 inward and 2 outward cancelled during the same month a year ago. Tourist permits issued numbered 1 as against 23 in August last year.

Export Clearances of Wheat

DURING the week ending September 20, 1940, the export clearances overseas of Canadian wheat amounted to 1,375,503 bushels compared with 4,110,848 in the corresponding week last year. The accumulated total from August 1 to September 20 was 12,317,361 bushels in comparison with 18,904,759 in the same period last year.

Domestic Exports in August

WITH increases being common to most of the major commodities Canada's domestic exports increased in August to $110,548,015 from $75,559,608 in August, 1939, a gain of $34,988,407. The total for the first eight months of 1940 moved up to $759,469,309 from $554,847,365 in the corresponding period of 1939, an advance of $204,621,944.

Foreign exports in August were valued at $811,556 as compared with $916,134 in August last year, while the value for the first eight months of 1940 aggregated $7,064,464 in comparison with $6,736,142 in the eight months of 1939.

Changes in List of Customs-Excise Ports

GEORGETOWN, P.E.I., a Postal Collecting Station under the survey of the Port of Charlottetown, P.E.I., closed as from the 1st September, 1940.

FLATHEAD, B.C., a Preventive Station under the survey of the Port of Cranbrook, B.C., closed as from the 1st October, 1940.

Licensing of Imports of Wheat Products

THE Canadian Wheat Board Act as amended at the last Session of Parliament provides that no wheat product shall be imported into Canada without permission of the Wheat Board. "Wheat product" is defined as meaning and including flour or other product manufactured for human consumption.

Entries of such wheat products imported into Canada are not to be accepted unless accompanied by Foreign Exchange Control Board Form "E" stamped "Approved on behalf of the Wheat Board," and signed by a duly authorized officer of the Board.

All applications for permission to import wheat products should be forwarded direct to the Wheat Board, Winnipeg, Man., on Foreign Exchange Control Board Form "E."

HERE AND THERE

Here is another unusual case of conscience money. Hon. Colin Gibson, Minister of National Revenue, received a letter recently from a resident of Nova Scotia, enclosing a sum of money in payment of Customs duty, together with accrued interest, on an article imported but undeclared many years ago by a person with whom the writer of the letter had no connection.

Two or three years ago he purchased in good faith from the executrix of an estate a Colt automatic pistol under permit of the R.C.M.P., paying $15 for it. Recently he learned that this pistol had been brought into Canada 25 years ago without the payment of duty. He did not know the value of the pistol but estimated it at $30 and enclosed three War Savings certificates, value $12 and three dollars in cash—total $15 or 50 per cent of the estimated value—to cover duty and interest on the same.

The amount was placed to the credit of the Receiver General for Canada and Hon. Mr. Gibson wrote thanking the sender.

United States automobile tourists are often surprised at the ease with which they are enabled to cross the border into Canada for pleasure trips despite war conditions. The following letter, written by a resident of New York, appeared recently in the *Daily News* of that city:—

> Having just returned from a delightful vacation in Canada, I would like to advise my fellow Ameri-

cans that there is nothing in the rumours about Canadian travel being inadvisable at present. No passports are required to enter the Dominion from the United States, and the greatest courtesy is extended everywhere in Canada to visiting Americans. As our dollar is worth 10 per cent more than the Canadian, a Canadian vacation just now is inexpensive as well as pleasant.

Canadian Customs invoice forms have changed considerably during the past hundred years. The *Editor* has received from E. A. Cook, Collector at Prescott, Ontario, an old invoice dated September 30, 1829, and bearing the signature of A. Jones, Collector. It is headed Port of Prescott, U.C., and reads in part:—

> Sir, I hereby report the arrival from the United States of America of the following goods upon which duties are imposed by law according to the value thereof, viz.: (five articles are listed).
>
> I, Alfred Hooker, do hereby declare, that the articles mentioned in the above entry, and contained in the Packages, viz: as above stated, are of the value of forty-seven pounds, twelve shillings and two pence lawful money of Upper Canada.
>
> Witness my hand the 30th day of September, 1829. Alfred Hooker.
>
> The above Declaration signed in the presence of A. Jones, Collector.
>
> The above named Alfred Hooker maketh oath and saith, that the Invoice price of the above mentioned article, or articles, is forty-seven pounds, twelve shillings and two pence, lawful money of Upper Canada, and that he verily believes such Invoice price is the current value of the article, or articles, at the place from whence the same were imported.
>
> Sworn before me this second day of October, 1829. A. Jones, Collector.

The following amusing item is taken from a recent issue of the *Chicago Tribune:*—

> The nomenclature of towns in Canada might make an amusing study. For example, there are 26 Canadian settlements with girls' names. Alberta has Aggie, Dorothy, Hilda, Kathleen, Margie, Millicent, Norma, Patricia, Rosemary, and Winnifred; British Columbia has Dot, Jessica, Lois, Lorna, and Ruth. Ontario has Clara Belle, Myrtle, and Pearl. Quebec has Lorette and Malvina. Saskatchewan has Constance, Corrine, Daphne, Diana, Katherine, and Nora. Of writers, etc., there are Dumas, Carlyle, Ibsen, and Mozart in Saskatchewan, Balzac in Alberta, Bonheur in Ontario, Rembrandt and Lauder are in Manitoba.
>
> Parliament is represented by Asquith and Earl Grey in Saskatchewan, Balfour in British Columbia, and Eden in Ontario. Czar, Countess, Empress, and Coronation are all in Alberta, while Viscount and Sceptre are in Saskatchewan. Wartime, Sask., reminds one of Anzac, Alta.
>
> Settlements with German names are prevalent in Saskatchewan, with Blumenhof, Eckner, Fulda, Langenburg, Leipzig, Lemberg, and Neudorf. St. Isidore, Que., fortunately, is quite a ways from Swastika, Alta., and Swastika, Ont.
>
> You may raise your Eyebrow, Sask., regarding this, but lest you Forget, Sask., you may feel like saying Demmitt, Alta.

Tourist travel to Canada's national parks continues to increase. Reports for the five months ended August 31, 1940, indicate that a total of 875,223 visitors entered the parks during this period. This compares with a total of 719,386 visitors in the corresponding period a year ago, and represented an increase of 155,837, or 21 per cent. Canadian visitors to the national parks this year to date totalled 719,759, and visitors from other countries numbered 155,464.

The most notable gains were recorded in Canada's mountain parks—Banff, Jasper, Waterton Lakes, Kootenay and Yoho—which attracted an aggregate total of 534,017 visitors as against 371,449 a year ago. Foreign tourist travel to these five parks totalled 110,874 compared with 90,365 last year, a gain of more than 22 per cent. The greater movement of visitors from other countries may be attributed in part to the opening to traffic this year of the Big Bend and Banff-Jasper Highways, and to the fact that many Americans who have been accustomed to holidaying in Europe spent their vacations in the Canadian Rockies.

Banff National Park in Alberta had the largest attendance with 178,472 visitors compared with 148,995 in the five months ended August 31, 1939. An all-time record was created at Jasper National Park, when the attendance reached 80,304, an increase of 60,668. This astounding increase was largely due to the opening of the new Banff-Jasper Highway, which shortens the distance between the resorts of Banff and Jasper to 186 miles from the 511-mile drive required by previous motor routes. Waterton Lakes National Park (the Canadian section of the Waterton-Glacier International Peace Park) —attracted 125,678 visitors compared with 97,216. Elk Island National Park, thirty miles east of Edmonton and noted for its herd of buffalo, was visited by 40,964 persons.

Across the Great Divide of the Rockies in British Columbia, Kootenay National Park had 60,348 visitors as against 53,453 and beautiful Yoho National Park was visited by 89,215 tourists, an increase of 37,066. Attendance figures for Mount Revelstoke National Park, most westerly of the parks, are not yet available.

The prairie parks continue to gain in popularity. The attendance at Prince Albert National Park in Saskatchewan totalled 26,778 compared with 24,439 a year ago, while Riding Mountain National Park in Manitoba attracted 129,505 visitors, an increase of 19,778.

In Ontario, Point Pelee National Park, a unique recreational area of only six square miles situated in the most southerly part of Canada, had a recorded attendance of 74,183, made up of 47,739 Canadians and 26,444 visitors from the United States. In the Maritime Provinces, historic Fort Beausejour National Park, New Brunswick, had 15,905 visitors, while Fort Anne National Park, Nova Scotia, also rich in historical associations, reported an attendance of 6,780. The latest additions to Canada's system of national parks also proved popular with tourists—Prince Edward Island National Park attracting 33,028 visitors, and Cape Breton Highlands National Park in Nova Scotia playing host to 14,063.

CANADIAN FISHERIES PRODUCTION

The total value of output of the Canadian fisheries in 1939 was $40,072,976 compared with $40,492,976 in 1938. These totals comprise the value of the fish as marketed in the various forms—fresh, canned, smoked, dried, etc. To the total value in 1939 the sea fisheries contributed $33,972,301 or 85 per cent, and the inland fisheries $6,100,675 or 15 per cent. Compared with the preceding year the value of the sea fisheries shows an increase of $198,153 and the value of the inland fisheries a decrease of $618,153, making for both fisheries combined a decrease of $420,000.

The salmon fishery is by far the most important, its value of production of $13,409,292 in 1939 representing 33 per cent of the total for all kinds of fish. Following, each with a value of nearly four million dollars, are lobster and herring, while cod, with slightly over three million dollars is fourth on the list of the chief commercial fishes.

Fish marketed for consumption fresh, including fresh fillets, had a total value of $16,989,711 in 1939, the canned production being valued at $15,449,190, and the dried $979,240, leaving $6,654,835 as the value of fish marketed in all other forms, as green-salted, smoked, boneless, oil, meal, etc.

Among the provinces, British Columbia takes first place in order of marketed value of product, while Nova Scotia is second and New Brunswick third. Following is a statement showing by percentage the position which each province occupies in relation to the total for Canada: British Columbia, 44 per cent; Nova Scotia, 22; New Brunswick, 13; Ontario, 8; Quebec, 5; Manitoba, 4; Prince Edward Island, 2; Saskatchewan, 1; and Alberta, 1.

FISHERIES OF ONTARIO

Ontario fisheries production in 1939 had a marketed value of $3,007,315 compared with $3,353,775 in the preceding year. A smaller catch and lower average prices for most kinds of fish are responsible for the decrease in the total marketed value. Whitefish is of first importance among the chief commercial fishes, and for this kind increases in both catch and total marketed value are recorded, although the average price per cwt. was lower. Herring and pickerel also show increased catches, but the values as marketed were less than in 1938. Trout, blue pickerel and perch decreased in catch and in total marketed value as well.

CANADA'S EXPORTS AND IMPORTS

Canada's total exports in August excluding gold, amounted to $110,548,000 against $75,560,000 a year ago, an increase of $34,988,000 or almost 47 per cent. Exports to the United Kingdom amounted to $46,790,000 compared with $30,370,000 or more than 50 per cent increase. Exports to the United States aggregated $42,572,000 compared with $26,902,000.

The increases in the exports of commodities were almost along the whole line of Canadian commercial activity. There were large increases in wheat, wheat flour, fishery products, furs, meats, cheese, lumber, wood pulp, paper, farm implements, automobiles, asbestos, chemicals and iron and iron products generally.

There were some decreases such as in fruits and vegetables, barley, alcoholic beverages, rubber, butter, wool and silk.

Special features of the sales abroad were over four million bushels of wheat to the United States, meats to the value of over $4,776,000 to the United Kingdom, almost $11,000,000 worth of paper to the United States and about $11,500,000 of wood and paper to the United Kingdom.

The following were the exports, excluding gold, to leading empire countries, the figures in brackets being those for 1939: British Empire $63.403,330 ($39,114,892); United Kingdom $46,790,386 ($30,369,703); British South Africa $5,487,472 ($1,520,853); Australia $3,681,675 ($3,653,208); British West Indies $1,747,657 ($885,055); New Zealand $1.143,161 ($761,473); Newfoundland $1,090,325 ($694,313); Ireland $1,079,810 ($271,804); British India $804,983 ($208,435); Straits Settlements $380,200 ($186,695); British East Africa $258,778 ($65,511); Southern Rhodesia $239,306 ($82,233); British Guiana $226,654 ($93,259); Bermuda $128,834 ($93,435); Gold Coast $58,572 ($3,397); Sierra Leone $28,497 ($1,252).

Exports to other principal countries were as follows, with 1939 figures in brackets: United States $42.572,441 ($26,901,833); Japan $771,626 ($2,013,708); Portugal $497,816 ($8,987); Brazil $496,418 ($180,798); China $399,990 ($88,644); Argentina $341,019 ($425,664); Philippines $307,159 ($66,937); Mexico $201,866 ($174,376); Azores and Maderia $100,466 ($734); Sweden $64,739 ($320,167); Switzerland nil ($31,517); Iceland $10,613 ($37); French West Indies $81,795 ($9,252); Finland $7,521 ($24,674).

CANADA'S IMPORTS IN JULY

July imports totalled $89,496,233 in comparison with $57,980,050 in July, 1939, an increase of more than 54 per cent. Imports in June were valued at $90,704,835.

Imports from countries of the British Empire aggregated $26,176,945 as against $17,149,812 and imports from other countries $63,319,288 compared with $40,830,238.

Imports from the United Kingdom were $16,589,866 compared with $10,966,825 and from the United States $57,591,647 compared with $35,209,643.

The following were the imports from other British countries with the figures for 1939 in brackets: Straits Settlements $3,123,811 ($1,329,442); Australia, $1,468,144 ($591,980); British West Indies, $1,486,221 ($1,572,093); British India, $1,073,407 ($448,049); Newfoundland, $474,698 ($379,249); Fiji, $303,687 ($304,079); British Guiana, $688,833 ($599,137); Ceylon, $296,221 ($132,249); British East Africa, $108,542 ($83,099); British South Africa, $32,867 ($154,385); Gold Coast, $272,505 ($81,594); Burma, $119,853 ($59,397); Hong Kong, $57,946 ($41,649); Ireland, $52,722 ($5,999); Malta, $1,442 (nil); Palestine, $1,269 ($882).

Imports from countries outside the British Empire were: Colombia $1,121,629 ($428,521); Brazil, $615,527 ($150,530); Japan, $507,045 ($347,973); San Domingo $857,847 ($15,911); Argentina, $285,060 ($183,957); Belgium, $106,152 ($566,614); China, $337,419 ($153,759); Denmark, $626 ($21,908); Greenland, $161,055 ($255,350); Egypt, $104,492 ($16,934); France, $286,612 ($545,601); French West Indies, $5,833 (nil); French East Indies, $2.320 ($307); Germany, $5,674 ($1,139,379); Greece, $11,644 ($3,576); Hungary, $5,880 ($8,441); Italy, $105,121 ($133,433); Mexico, $59,603 ($5,297); Morocco, $12,561 ($805); Netherlands $45,719

($363,371); Dutch East Indies, $88,676 ($97,405); Dutch West Indies $13,313 (nil); Persia, $4,622 ($3,692); Peru, $1,524 ($129,202); Portugal, $44,175 ($16,875); Siam, $4,949 ($62); Spain, $144,497 ($51,823); Sweden, $89.737 ($158,949); Switzerland, $116.607 ($271,218); Venezuela, $284,681 ($202,999).

Leading commodities imported during the month were as follows: fruits, $3,066,000 ($2.031,000); vegetable oils, $1,076.000 ($824,000); sugar, $2,770,000 ($1,837,000); rubber, $3,208,000 ($1,404,000); cotton, $4.542,000 ($2,535,000); flax, hemp and jute, $1,395,000 ($674,000); wool, $2,798,000 ($2,181,000); ore, $1,053,000 ($441,000); scrap iron, $904,000 ($138,000); rolling mill products, $5,479,000 ($2,474,000); farm implements, $2,898,000 ($1,985,000); machinery, except agricultural, $5,232,000 ($3,783,000); automobiles and parts, $3,385,000 ($1,255,000); aluminum, $1,084,000 ($912,000); coal, $5,245,000 ($3,240,000); petroleum products, $6,696,000 ($5,496,000).

AT MONTREAL AND TORONTO

The port of Montreal collected a total of $12,685.368 in Customs-Excise revenue during the month of August, the third largest amount for any one month in the history of the port, and an increase of $3,930,164 compared with August, 1939. An all-time record for the port was set in July, 1940, when collections totalled $14,244,682. Revenue received on the final day of the month, a Saturday, amounted to $1,222,480. Following is a comparative statement of collections by months at the port of Montreal since the beginning of 1938:—

	1940 $	1939 $	1938 $
Jan..	9,749,980	6,851,440	7,246,407
Feb..	8,448,913	6,346,764	6,862,986
Mar..	9,349.524	7,173,792	7,627,085
Apr..	10,783.964	6,825,972	8,352,333
May.	13,198,248	9,726,807	9,169,744
June.	10,857,321	8,645,623	9,348,780
July.	14,244,682	8,414,747	8.609,809
Aug..	12,685,368	8,755.204	9,124,422
Sept.	....	10,023,909	8,721,513
Oct..	....	11,122,056	9.420.756
Nov.	....	11,396,928	9,449,538
Dec..	....	9,256,407	7,635,656
Totals..	....	104,741,649	101,569,038

Customs-Excise revenue collected at the port of Toronto during August totalled $6,780,229 compared with $4,551,832 for August last year.

Canada's gold production for the first half of 1940 is valued at $99,023,617 compared with $87,551,061 in the first half of 1939.

FISHERIES OF PRAIRIE PROVINCES

The market value of the product of the fisheries of the Prairie provinces in 1939 was $2,564,508, apportioned by provinces as follows: Manitoba, $1,655,273; Saskatchewan, $478,511; and Alberta, $430,724. A small increase in value compared with the preceding year is shown by Saskatchewan, but for Manitoba and Alberta decreases are recorded, and for the three provinces combined, the total value decreased by $208,205.

BACON AND HAM FOR UNITED KINGDOM

Exports of bacon and ham from Canada during the seven-month period, January to July, 1940, slightly exceeded 188,000,000 pounds. For the corresponding period in 1939, total exports were 94,700.000 pounds. The present bacon agreement with the United Kingdom will terminate on October 31, 1940. Negotiations are in progress for a renewal of the agreement or the formation of a new one.

BIGGER CATTLE SALES

During the first 35 weeks of 1940 ended August 29th, sales of cattle on Canadian stock yards and plants totalled 671,541 head, compared with 643.058 head during the corresponding 35 weeks of 1939. The increase in sales took place largely in July and August principally in Ontario, Quebec, and British Columbia.

MINERAL PRODUCTION OF CANADA

According to finally revised data, the Canadian mineral production in 1939 totalled $474,602,059 compared with $441,823,237 in the preceding year. This represents an increase of 7·4 per cent and reflects the almost general expansion in production and new development recently experienced throughout the entire industry. The value of the 1939 output was the highest ever recorded in the history of Canadian mining. Distinct increases over 1938 were realized by all the major divisions of the industry. The value of metals and metallic ores amounted to $343,506,123 as compared with $323,075,154 in 1938. Coal, petroleum and other fuels totalled $70,671,328 against $64,803,294; asbestos, gypsum and other industrial minerals were valued at $25,061,849, an increase of $4,995,726, while clay products, cement, stone and other structural materials increased from $33,878,666 in 1938 to a total of $35,362,759.

In order of the value of their production, Ontario, Quebec and British Columbia were the leading mineral producing provinces in 1939. The values of these particular outputs were, respectively, $232,519,948; $77,335,998, $65,216,745. Production in Nova Scotia totalled $30,746,200; Alberta $30,691,617; Manitoba $17,137,930; Saskatchewan $8,794,090; Yukon, $4,961,321; New Brunswick, $3,929,433 and Northwest Territories, $3,248,777.

Outstanding contributors of mineral wealth in the Dominion during 1939 were the gold mines and base metal mines. Canadian gold production during the year under review reached an all-time high peak of 5,094,379 fine ounces valued at $184,115,951. The great and rapid increase in gold production and its relatively great economic importance both to the mining industry as a whole and to the nation is emphasized in a comparison of its 1939 value with the value of Canada's entire mineral output in 1922, which totalled $184,297,242 in that particular year.

Based on preliminary statistics of world production, Canada probably ranked second as a gold producing country in 1939. High production records in base metals were established in 1939 for copper, nickel and zinc, the combined values of which aggregated $111,855,164. Lead output at 388,569,550 pounds and $12,313,768 represented a decrease from the preceding year's production of 418,927,660 pounds at $14,008,941. In 1939, for the first time in several years, the commercial production of iron ore was reported; this came from the New Helen mine in the Michipicoten district of Ontario. Other interesting developments in the metal mining industries included the production of tungsten concentrates in British Columbia.

The fuel industries were featured in 1939 by a continued and important increase in the production of petroleum, chiefly from Alberta wells. Coal production increased 8·7 per cent over the 1938 output. Increases were recorded in all coal producing provinces excepting Saskatchewan and Manitoba. Natural gas output was a record. The total value of all fuels produced amounted to $70,671,328, an increase of 9·1 per cent when compared with the preceding year.

Among the more important industrial minerals, asbestos production marked an increase of 25·8 per cent over 1938; output totalled 364,472 tons valued at $15,859,212. Other outstanding minerals in this group showing increases included gypsum, mica, sulphur and sodium sulphate. Brick and other clay products were appraised at $5,151,236, an encouraging increase from $4,536,084 in 1938. Other structural materials to show increases over the preceding year were cement, stone and lime.

An outstanding event in Canada's mining history was an agreement made in 1939 by the large base metal producers and the Imperial Government by which the producers were to supply the Imperial Government with copper, lead and zinc at prices which prevailed shortly before the outbreak of war. Canada can now furnish large quantities of these metals in the refined form, whereas in 1914 no refined copper, nickel or zinc and only a comparatively small amount of refined lead were produced in this country.

Preliminary production figures of several leading Canadian minerals for the first six months of 1940 follow, with corresponding totals for 1939 in brackets: asbestos 156,457 (144,207) tons; cement, 2,727,804 (1,944,691) barrels; clay products $2,080,660 ($1.589,425); coal 8,227,401 (6,816,269) tons; feldspar 9,075 (4,697) tons; gold 2,572,042 (2.489,969) fine ounces; gypsum 544,763 (359,170) tons; lime 332,416 (237,983) tons; natural gas 20,100,023,000 (19,329,927,000) cubic feet; petroleum 3,681,029 (3,371,238) barrels; commercial salt 105,625 (106,237) tons, silver 11,991,734 (10,586,950) fine ounces.

FRUIT AND VEGETABLE ORDERS

Notice is given that the Minister has directed that the suspension of application of value fixed for Pears in respect of importation into the Provinces of Nova Scotia, New Brunswick and Prince Edward Island (vide Fruit and Vegetable Bulletin No. 12 (1940) Supplement No. 1) be withdrawn, effective September 19, 1940, and the value fixed shall apply on and after that date.

Provided that the value fixed shall not apply to importations into the above mentioned Provinces which were bona fide purchased and in transit to the purchaser in Canada on or before September 18, 1940, and entered at Customs on or before September 28, 1940.

The Minister has ordered that the fixed valuation for duty purposes on Apricots, as set forth in Fruit and Vegetable Bulletin No. 9 (1940), be cancelled effective on entries on and after September 26, 1940.

The Minister has directed that the application of the value fixed for Plums imported into Canada, as per Fruit and Vegetable Bulletin No. 10 (1940), be suspended until further notice in respect of importation into the Provinces of Manitoba, Saskatchewan, Alberta and British Columbia, effective on entries on and after September 24, 1940.

The Minister has directed that the application of the value fixed for Lettuce imported into Canada, as per Fruit and Vegetable Bulletin No. 1 (1940), be suspended until further notice in respect of importation into the Provinces of Manitoba, Saskatchewan, Alberta and British Columbia, effective on entries on and after September 26, 1940.

Notice is given that the Minister has directed that the suspension of application of value fixed for Peaches in respect of importation into the Provinces of Nova Scotia, New Brunswick and Prince Edward Island (vide Fruit and Vegetable Bulletin No. 11 (1940) Supplement No. 1) be withdrawn, effective September 19, 1940, and the value fixed shall apply on and after that date.

Provided that the value fixed shall not apply to importations into the above mentioned Provinces which were bona fide purchased and in transit to the purchaser in Canada on or before September 18, 1940, and entered at Customs on or before September 28, 1940.

INCREASE EXPORTS VALUE

The value of Canadian agricultural products exported during July, 1940, amounted to 28·6 million dollars compared with 24·7 million dollars in July, 1939. Animals and animal products accounted for 12·8 million dollars, and crop and vegetable products for 15·8 million dollars. From January to July. 1940, there was a notable increase in the value of exports of wheat, wheat flour, bacon. hams, cheese, eggs, and potatoes, compared with the corresponding seven months of 1939.

TOBACCO STOCKS

Stocks of Canadian tobacco on hand at March 31, 1940, amounted to 102,923,801 pounds. During the second quarter ending June the amount acquired was 34,786,569, exported 13,197,185, sold to domestic manufacturers 27,174,846, taken from manufacture, 11,123,476, otherwise disposed of 135,880. Total on hand at June 30, 86,078,983, as well as imported tobacco of 5,686,089 pounds, making a grand total on hand of 91,765,072.

NEWS AND COMMENT

Toronto: A. O. Ellis, who for the past twenty years has been attached to the office of the Inspector of Income Tax, Toronto, has been transferred to the London district office. Mr. Ellis who was a Senior Assessor, Grade 3, in the Corporation Division of the Toronto office has been promoted to Assessor, Grade 5, in the London office. On the eve of Mr. Ellis' departure for London his confreres in the Toronto district office presented him with a pigskin bag. J. P. Gibson, Chief of the Corporation Assessment Division, Toronto, acted as Chairman at the farewell dinner and expressed regret at losing the services of Mr. Ellis as did other officers of the Department.

Walkerville: Customs-Excise revenue collected at the port of Walkerville, Ontario, during the month of August last amounted to $2,431,925, the second largest monthly revenue in the history of the port. It was exceeded only in April, 1929, when collections totalled $2,541,196. August revenue showed a substantial gain over that of July which totalled $1,335,681, and August collections were over four times as large as those of August, 1939, which totalled $566,421.

Winnipeg: The port of Winnipeg collected $1,086,047 in Customs-Excise revenue during the month of August. This compares with a total of $820,591 collected during August last year, a net increase of $265,456. Customs import duties totalled $298,809, decrease $38,011; import sales taxes $92,641, decrease $20,230; import Excise taxes $5,214, increase $1,841; war exchange taxes $142,248, increase $142,248; Excise taxes, domestic, $374,192, increase $94,202; Excise duties $172,091, increase $85,271; sundry collections $851, increase $134.

St. Johns, Que.: Automobile tourist travel through the three outports under the survey of the port of St. Johns, Quebec, for the period April 1 to July 31, 1940, compared with the same period of 1939, shown in brackets, was as follows:—

Frelighsburg—United States cars inward for 60 days 971 (1,157), inward for 48 hours 897 (859). Canadian cars outward 578 (571): Clarenceville—United States cars inward for 60 days 829 (1,344), inward for 48 hours 207 (336); Canadian cars outward 449 (811): Noyan (April 1 to August 7)—United States cars inward for 60 days 3,571 (4,062), inward for 48 hours 668 (776).

Noyan is staffed by 4 permanent officers, one of whom is used as a relief officer for this office and Clarenceville. At present Canadian traffic is almost non-existent at this outport.

Toronto: Revenue collected at the Customs express branch, Toronto, during August increased by $84,488, to a total of $253,351 compared with August, 1939. Packages received numbered 16,847, a decrease of 3,151, while entries totalled 3,676, a drop of 183. Collections at the postal branch amounted to $74,752, increase $16,539. Packages received numbered 32,937, increase 480, packages delivered 30,600, increase 599, entries 2,783, increase 32.

One hundred and two aeroplanes, including inward and outward, were cleared through the Customs air harbour during August. Of these only two were Canadian planes. Passengers numbered 147, inward 79, outward 68; pieces of baggage carried 234, inward 125, outward 109. During August last year a total of 94 planes, carrying in all 98 passengers, was cleared through this port.

Montreal: Collections at both the express and postal branches, Montreal, during the month of August, increased compared with August last year, while business transacted at other points declined. At the Customs express branch collections amounted to $295,368, increase $124,633. Packages received numbered 14,725, decrease 1,955, entries 2,759, decrease 10. Collections at the postal branch totalled $73,551, increase $13,065, while the number of parcels received was 20,951, decrease 1,466, parcels cleared 20,460, decrease 1,498, entries 1,819, decrease 54.

Hemmingford, Que.: During the first five months of the present fiscal year a total of 2,680 United States cars was entered through this outport under 60-day touring permits, an increase of 79 over the corresponding months of last year. United States cars entered for stays of 48 hours or less numbered 488 compared with 584, while Canadian cars outward for touring purposes totalled 1,868 compared with 3,523.

WHEAT IN STORE

Canadian wheat in store on September 13, amounted to 331,818,349 bushels, compared with 316,564,031 the week before and 221,952,832 a year ago.

Wheat in transit on the lakes was 2,961,321 bushels and in transit by rail 15,807,649 compared with 5,000,507 on the lakes, and 28,658,708 on rail last year.

Canadian wheat in the United States amounted to 35,500,333 bushels compared with 33,175,439 the week before and 8,276,000 last year.

PRODUCTION OF COAL

The Canadian output of coal during the first quarter of 1940 totalled 4,549,273 tons as compared with 3,676,847 tons a year ago. The production this year included 3,335,753 tons of bituminous, 1,068,883 tons of lignite, and 144,637 tons of sub-bituminous.

Canada imported 1,345,315 tons of coal during the period under review as compared with 1,436,563 tons in the first three months of 1939. Receipts from the United States were 5 per cent lower and consisted of 413,475 tons of anthracite, 881,274 tons of bituminous and 778 tons of lignite. Great Britain supplied the remainder of the importations.

Exports of Canadian coal were 28 per cent higher at 128,644 tons. Clearances through Nova Scotia, New Brunswick and Ontario ports totalled 59,832 tons, and through Manitoba, Saskatchewan, Alberta and British Columbia ports 68,812 tons.

QUESTION BOX AND LETTER BAG

Appreciated

The *Editor* received the following letter from René Lamarche of the Customs and Refunds Division, Quebec Liquor Commission, Montreal:—

> As I have been a subscriber to the National Revenue Review since it started, I beg you to accept my sincere congratulations on the manner in which it is published and for the very interesting information it contains.
>
> I wish you the best of success, at the beginning of this fourteenth year of publication, for the present year and also for the years to come which, I hope, will be numerous.

Shake Hands Across Canada

The following letter from Mr. Frank Hall, of the Customs-Excise staff at Victoria, B.C., was received by the *Editor* recently:—

Through the medium of the National Revenue Review, July issue, a re-union has taken place, after a period of twenty years between myself and a newly appointed Officer located at Halifax, N.S.

The page entitled ' Just Among Ourselves ' announced the appointment of William Blackman to the staff at Halifax, N.S., and noting this name, brought back memories of my boyhood days spent in that city, and the name of one of my chums, Wm. Blackman.

I wrote Mr. Blackman asking him if he was the Wm. Blackman I used to know before the last War, or if not, if he was any relation to the one I knew. I received a reply stating that he was the old friend I used to know in 1912 until I went Overseas in 1916. The last time I saw Mr. Blackman was in 1919 in Halifax before coming West.

So you see, Mr. Editor, not only does our magazine give us monthly reports and figures of our Department, it also enables old friends to " shake hands across Canada."

JUST AMONG OURSELVES

SEPTEMBER-OCTOBER

ADDITIONS

New Brunswick

Bathurst: F. J. McKendy, Customs Excise Examiner.

Quebec

Huntingdon (Hemmingford): W. M. Sample, Customs Excise Examiner, Limited Service Outport.

Ontario

Ottawa: R. Seguin, Clerk, Grade 1.

Fort Frances (Rainy River): E. Gosselin, Customs Excise Examiner, Grade 1.

Manitoba

Winnipeg: William Cap, Office Boy; M. A. Daly, Office Boy; P. R. Lloyd, Watchman; Cecil Yan, Office Boy.

British Columbia

Penticton (Princeton): J. S. Metzler, Customs Excise Enforcement Officer.

Administrative

Herbert Duncan, Office Boy; Roland Lalonde, Office Boy; J. R. F. Lesage, Clerk, Grade 2; P. G. Mulvena, Stenographer, Grade 1; K. W. Scharf, Office Boy; A. A. Schwalm, Clerk, Grade 2; Gasper Sirianni, Clerk, Grade 1.

Investigation—Drawbacks

Ontario

Windsor: H. M. MacNaughton, Clerk, Grade 2 (with stenographic qualifications).

Audit

Ontario

Toronto: W. M. P. Patrick, Excise Tax Auditor, Grade 2.

DEDUCTIONS

Nova Scotia

Canso (Port Mulgrave): F. M. Keating, Sub-Collector of Customs and Excise, Limited Service Outport (Retired).

Prince Edward Island

Summerside: R. S. MacKenzie, Customs Excise Examiner (Resigned).

Ontario

Fort William: J. R. Williams, Customs Excise Examiner (Resigned).

Hamilton: J. H. Jones, Customs Excise Examiner (Resigned).

Toronto: M. A. McDermott, Typist, Grade 2 (Resigned); W. T. Thomson, Customs Appraiser, Grade 1 (Retired).

Windsor: L. J. Rheaume, Surveyor of Customs and Excise, Grade 6 (Resigned).

Manitoba

Winnipeg: R. D. Lyon, Office Boy (Services terminated); G. W. Robinson, Customs Excise Clerk (Retired).

British Columbia

Vancouver: Charles Cassidy, Customs Excise Clerk (Retired).

Administrative

E. M. Baker, Stenographer, Grade 1 (Services terminated); R. T. Lavigne, Office Boy (Resigned); R. E. W. Leichnitz, Stenographer, Grade 1 (Resigned); H. D. McCoy, Office Boy (Re-assigned to another Department).

Customs Inspection

British Columbia

Vancouver: E. R. Gow, Stenographer, Grade 2 (Resigned).

Audit

Ontario

Toronto: R. Whatley, Excise Tax Auditor, Grade 2 (Promoted and transferred to Department of National Defence).

Alberta

Calgary: George Weir, Excise Tax Auditor, Grade 2 (Retired).

PROMOTIONS

Nova Scotia

Halifax: H. V. Publicover, from Clerk, Grade 1, to Customs Excise Clerk.

Ontario

Toronto: W. G. Ross, from Senior Customs Excise Examiner to Customs Appraiser, Grade 1.

British Columbia

New Westminster (Boundary Bay): G. H. Jameson, from Customs Excise Examiner to Senior Customs Excise Examiner.

Vancouver: H. G. Hunt, from Computing Clerk to Customs Excise Cashier, Grade 7.

Administrative

M. V. McCormick, from Stenographer, Grade 1, to Stenographer, Grade 2; Edward O'Connor, from Senior Customs Excise Checking Clerk, to Investigator of Drawback Claims, Grade 2.

Investigation—Drawbacks

Quebec

Montreal: R. R. Ault, from Investigator of Drawback Claims to Investigator of Drawback Claims, Grade 2.

Ontario

Hamilton: T. W. Tennant, from Investigator of Drawback Claims to Investigator of Drawback Claims, Grade 2.

Toronto: R. C. MacDonald, from Investigator of Drawback Claims to Investigator of Drawback Claims, Grade 2.

Windsor: A. J. Patterson, from Investigator of Drawback Claims to Investigator of Drawback Claims, Grade 2.

TRANSFER

Customs Inspection

E. G. Ladner, from Stenographer, Grade 1, Administrative, to Stenographer, Grade 1, Customs Inspection, Vancouver, B.C.

COMPARATIVE STATEMENT OF CUSTOMS AND EXCISE REVENUE RECEIVED DURING THE MONTH OF SEPTEMBER, 1939 AND 1940

—	1939	1940	Increase	Decrease
	$ c.	$ c.	$ c.	$ c.
Customs Duties	11,066,385 89	11,083,423 66		
Less Refunds and Drawbacks	802,463 78	752,453 49		
Net	10,263,922 11	10,330,970 17	67,048 06	....
Excise Taxes	12,368,183 14	21,783,416 79		
Less Refunds and Drawbacks	268,342 45	258,685 65		
Net	12,099,840 69	21,524,731 14	9,424,890 45	....
Excise Duties	6,707,592 23	6,899,642 22		
Less Refunds and Drawbacks	35,672 29	376,526 28		
Net	6,671,919 94	6,523 115 94	....	148,804 00
Sundry Collections	45,310 87	48,804 99		
Less Refunds	16 27	132 82		
Net	45,294 60	48,672 17	3,377 57	....
Net Totals	29,080,977 34	38,427,489 42	9,495,316 08	148,804 00
Net Increase	....	....	9,346,512 08	....

TOTALS FOR SIX MONTHS

—	1939-40	1940-41	Increase	Decrease
	$ c.	$ c.	$ c.	$ c.
Customs Duties	48,512,964 41	67,778,367 61		
Less Refunds and Drawbacks	4,933,839 61	5,904,105 44		
Net	43,579,124 80	61,874,262 17	18,295,137 37	....
Excise Taxes	69,195,883 80	111,609,364 88		
Less Refunds and Drawbacks	1,902.782 24	1,720,978 29		
Net	67,293,101 56	109,888,386 59	42,595,285 03	....
Excise Duties	30,007,537 40	43,087,260 11		
Less Refunds and Drawbacks	278,413 28	736,487 79		
Net	29,729,124 12	42,350.772 32	12,621,648 20	....
Sundry Collections	284,252 20	302,244 31		
Less Refunds	26 64	566 89		
Net	284,225 56	301,677 42	17,451 86	....
Net Totals	140,885,576 04	214,415,098 50	73,529,522 46	....
Net Increase	....	....	73,529,522 46	....

COMPARATIVE STATEMENT OF INCOME TAX REVENUE RECEIVED DURING THE MONTH OF SEPTEMBER, 1939 AND 1940

—	Sept. 1939	Sept. 1940	Increase	Decrease
	$ c.	$ c.	$ c.	$ c.
Net Collections	4,902,474 53	11,624,198 55	6,721,724 02	....

TOTALS FOR SIX MONTHS

—	1939-40	1940-41	Increase	Decrease
	$ c.	$ c.	$ c.	$ c.
Net Collections	107,026,823 22	143,652,247 14	36,625,423 92	....

INCOME TAX COLLECTIONS BY DISTRICTS

Comparative Statement of Net Collections by Districts Received During the Months April to September Inclusive, of the Fiscal Years 1939-40 and 1940-41. (Decrease Marked*.)

Districts	1939-40	1940-41	Increase or Decrease
Charlottetown	427,763 10	543,040 21	115,277 11
Halifax	1,525,219 63	2,754,062 90	1,228,843 27
Saint John	1,099,527 77	1,594,307 46	494,779 69
Quebec	1,369,582 41	1,898,560 51	528,978 10
Montreal	29,350,076 44	39,014,591 74	9,664,515 30
Ottawa	5,811,100 61	7,805,800 19	1,994,699 58
Kingston	297,465 82	338,455 25	40,989 43
Belleville	484,899 98	788,529 03	303,629 05
Toronto	37,594,252 16	47,357,139 79	9,762,887 63
Hamilton	6,767,745 69	10,481,348 77	3,713,603 08
London	9,283,337 84	10,983,023 93	1,699,686 09
Fort William	356,633 17	718,145 90	361,512 73
Winnipeg	3,032,247 27	4,379,271 80	1,347,024 53
Regina	281,849 42	482,389 13	200,539 71
Saskatoon	146,953 05	302,553 80	155,600 75
Calgary	1,605,389 31	2,074,619 28	469,229 97
Edmonton	515,476 61	791,803 05	276,326 44
Vancouver	6,995,767 84	11,196,251 37	4,200,483 53
Yukon	81,535 10	148,353 03	66,817 93
Total	107,026,823 22	143,652,247 14	36,625,423 92

The National Revenue Review

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November, 1940
Vol. XIV No. 2

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The National Revenue Review

Issued Every Month by the Department of National Revenue

J. Sydney Roe, Editor

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The Neighbourly Tide

IN November, the tourist season may be regarded as ended. During the period when Canada entertains her welcome guests from south of the border, the REVIEW has given, as in other years, an indication of the flow of this neighbourly tide. This year, for reasons which are well known, not so many visitors on vacation-bent have entered the gates of Canada. Those who came found the Dominion the same friendly land of warm-hearted people as of yore. Customs officers along the border have as usual extended a warm welcome and a helping hand to those who came. Of that the Department has received many assurances.

A Helping Hand

(The *Editor* received the following little "human interest" story from W. G. Stamp, Collector at Fort Erie, Ontario.)

RECENTLY two weary young men trudged into the Customs office at the Peace Bridge, having crossed into Canada at Fort Erie, and asked if they could rest for a time on the benches. Several of the officers during the early part of the evening observed and commented on the exhausted appearance of the young men as they fitfully dozed on the hard benches. It was disclosed that they were without funds or the means of obtaining food and lodging. Unable to obtain employment, they had started from one of the southwestern states and by walking and soliciting free transportation whenever possible they had finally arrived in Canada, their object being to enlist in some branch of the army.

Convinced that these men were not ordinary transients, but were sincere in their intention to join the army, certain of the officers made arrangements to supply them with food, articles of clothing, and lodging until such time as they could apply at a recruiting office. After several days the young men were accepted for military service. Frequently letters are received from them expressing thanks for the kindness shown and stating they are in excellent health and spirits.

It is gratifying to the Customs officers concerned to realize that their judgment of character was in this instance fully vindicated.

Changes in List of Customs-Excise Ports

Tignish, P.E.I., a Postal Collecting Station under the survey of the Port of Summerside, P.E.I., closed as from November 1, 1940.

Joggins, N.S., a Postal Collecting Station under the survey of the Port of Amherst, N.S., closed as from November 1, 1940.

Notes on Incoming Tourist Travel

APPROXIMATELY 550,000 United States automobiles were entered through Canadian ports and outports, for touring and other purposes, during the month of August. This contrasts with a total of approximately 726,000 United States cars entered during August last year, a difference of 176,000. The decrease in the number of Canadian cars outward for touring purposes during August, compared with the same month last year, was even more marked, the respective totals being 14,300 and 173,375, a difference of 159,075.

Of the total number of United States cars entered during August, 207,615 were admitted under 60-day touring permits, 61 for periods up to six months, 337,195 for stays of 48 hours or less, while 5,059 cars were entered for purposes other than touring, this latter number showing an increase of 484 over August last year. Ontario entered 133,579 cars for periods of sixty days and 255,721 cars for stays of 48 hours, Quebec 37,318 cars for sixty days and 18,981 for 48-hour periods, British Columbia 15,032 cars for sixty days and 3,640 for 48 hours, New Brunswick 13,174 cars for sixty days and 51,781 for short periods. The number of cars entered under 60-day touring permits in the remaining provinces was as follows: Alberta 4,129, Manitoba 2,547, Saskatchewan 1,163, Nova Scotia 673. The province of Quebec entered by far the largest number of cars for purposes other than touring, totalling 3,637.

Three Ontario ports, Fort Erie, Windsor and Niagara Falls, accounted for over forty-six per cent of the total number of cars entered under 60-day touring permits, through Canadian ports and outports during August. Totals for the respective ports were 35,483 and 31,274 and 29,386. Other frontier points showing large numbers of cars entered under 60-day touring permits were: Lacolle, Que., 11,634, Sarnia, Ont., 10,313, Lansdowne, Ont., 10,236, Phillipsburg, Que., 7,701, Pacific Highway, B.C., 6,896, St. Stephen, N.B., 6,352, Pigeon River, Ont., 5,134, Rock Island, Que., 4,948, Sault Ste. Marie, Ont., 3,615, Chief Mountain, Alta., 2,875, Fort Frances, Ont., 2,432, Victoria, B.C., 2,394, Emerson, Man., 1,977, Trout River, Que., 1,930.

Nearly 42 per cent of the automobiles that were entered under 60-day touring permits came from the bordering states of New York and Michigan, totalling 53,985 and 32,422 respectively. Other states well represented were: Ohio 14,611, Pennsylvania 13,941, Massachusetts 12,548, Illinois 8,714, Washington 8,429, Vermont 7,229, Maine 6,468, New Jersey 6,347, California 5,385. New Mexico had the smallest representation, viz., 37, with Nevada coming next with 61 and Wyoming following closely with 84. From Florida, the state farthest south, 980 cars were entered under 60-day touring permits. Other southern states were represented as follows: Georgia, 267, Alabama 176, Mississippi 131, Louisiana 188, Texas 762, Arizona 166.

One hundred and thirteen automobiles were entered during August, under 60-day touring permits, from countries other than the United States. One car each came from distant Hong Kong and the Philippine Islands, and one also from Italy. The remaining cars were apportioned as follows: Hawaii 44, Panama 23, Mexico 9, British West Indies, other, 8, Cuba and Alaska 7 each, Newfoundland 3, Netherlands West Indies and Brazil 2 each, United Kingdom, Argentina, Venezuela, Puerto Rico, Haiti, one each. The total number of countries represented was 17.

The Canadian cars cleared outward for stays of over 48 hours during August last, numbered 4,528 as against 68,787 for August, 1939. The number of Canadian cars outward for periods of 48 hours or less was 9,772 compared with 104,588 a year ago. A classification of cars outward for stays of over 48 hours, according to provinces, gives the following: Ontario 1,701, British Columbia 1,079, Quebec 972, Manitoba 490, Saskatchewan 163, Alberta 72, New Brunswick 51. The largest number of cars outward from any one port, for stays of over 48 hours was 506, cleared through Pacific Highway, B.C., while the second largest number was 454, cleared through Emerson, Man. Then followed Windsor 451, Lacolle, Que., 378, Boundary Bay, B.C., 283, Phillipsburg, Que., 279, Fort Erie, Ont., 273, Sarnia, Ont., 241, Niagara Falls 238.

Tourist Traffic at Niagara Falls

WHILE automobile tourist traffic through the port of Niagara Falls showed a sharp decline during the first six months of this fiscal year, compared with the same months last year, there was a marked up-swing in traffic totals in the month of August. G. C. Gardner, Collector, states that many of the incoming United States tourists express strong sentiments in favour of the British peoples, remarking that they hope to be given the opportunity to contribute their resources, in addition to their moral support, in the interest of freedom.

Automobiles cleared inward and outward through Niagara Falls during the first six months of this fiscal year, numbered 881,580 as against 1,387,851 cleared during the corresponding period last year. Other vehicles numbered 32,740 compared with 29,661, passengers 3,166,069 compared with 5,230,063.

Traffic totals in detail for the six-months' period, with corresponding figures for last year in brackets, were as follows: United States in 364,107 (446,281), out 352,134 (433,913); Canadian cars in 84,347 (257,198), out 80,992 (250,459); other vehicles in 16,379 (14,772), out 16,361 (14,889); passengers in 1,594,464 (2,620,968), out 1,571,605 (2,609,095); United States cars entered under 60-day touring permits 95,343 (131,626), United States cars entered for stays of 48 hours or less 269,010 (314,106).

Automobiles, inward and outward, through the port of Niagara Falls, during the month of September, numbered 157,307, while passengers totalled 533,122, other vehicles 5,811. Traffic totals in detail for September were as follows: United States cars inward 75,418, outward 72,290; Canadian cars inward 4,830, outward 4,769; other vehicles inward 2,910, outward 2,901; passengers inward 267,228, outward 265,894.

A total of 17,193 automobiles was entered during the month under sixty-day touring permits, and 7 automobiles under Commercial Vehicle permits. United States cars entered for stays of 48 hours or less numbered 58,361. Buses inward totalled 1,859, outward 1,855.

Over the Peace Bridge and Ferry

AUTOMOBILE travel via Peace Bridge and Ferry at the port of Fort Erie for the season of 1940, April 1 to September 30, was as follows: Canadian automobiles inward 35,601, outward 39,241. Foreign automobiles inward 603,607, outward 578,814. The foreign cars inward may be subdivided into two classifications, those on sixty-day touring permits 120,326, and those for stays of forty-eight hours or less 483,281. During this six months period, touring permits were issued to 55,362 cars from New York State, 19,001 from Pennsylvania, and 15,659 from Ohio, which are the three states bordering on Lake Erie. Sixty-day permits for cars from countries other than the United States during this period were: Panama Canal Zone 6, Hawaii 10, Mexico 8, Cuba 2, British West Indies 1, Netherlands, W.I. 1, and Philippines 3.

New Zealand Trade Agreement 1932

COLLECTORS are advised that, by Order in Council (P.C. 5190), dated September 26, 1940, the New Zealand Trade Agreement 1932, published in Memorandum No. 534, has been further extended until September 30, 1941, subject to modifications as set forth in P.C. 3579 of November 24, 1935, published in Memorandum No. 534, Supplement No. 7, P.C. 2416 of September 29, 1937, published in Memorandum No. 534, Supplement No. 9, and P.C. 2900 of September 27, 1939, published in Memorandum No. 534, Supplement No. 11.

Departmental Rulings

"REECE" Clicking Machine, manufactured by the Reece Machinery Co., Boston, Mass., at the present time is held to be of a class or kind not made in Canada and admissible at 10 per cent ad valorem, item 427a, under the Canada-United States Trade Agreement. Motor—Item 445g.

"Drive-All" Motor Drive Unit, manufactured by the Drive-All Manufacturing Co., Detroit, Mich., adapted for use on various types of machines such as lathes, shapers and presses, at the present time is held to be of a class or kind made in Canada and dutiable at 25 per cent ad valorem, Item 427, under the Canada-United States Trade Agreement.

"Reed-Prentice" Vertical Milling and Die Sinking Machine, Model No. 3VG, with back geared spindle construction, manufactured by Reed-Prentice Corp., Worcester, Mass., at the present time is held to be of a class or kind not made in Canada and admissible at 10 per cent ad valorem, Item 427a, under the Canada-United States Trade Agreement. Motor—Item 445g.

"Vernon" Horizontal Type Precision Milling Machines, manufactured by the Machinery Manufacturing Co., Vernon Branch, Los Angeles, California, at the present time are held to be of a class or kind made in Canada and dutiable at 25 per cent ad valorem, Item 427, under the Canada-United States Trade Agreement.

"Master" Piston Resizer, manufactured by Master Products Manufacturing Co., Los Angeles, California, at the present time is held to be of a class or kind not made in Canada and admissible at 10 per cent ad valorem, Item 427a, under the Canada-United States Trade Agreement. Motor—Item 445g.

Hydraulic Oil Press, manufactured by the Hydraulic Press Manufacturing Co., Mount Gilead, Ohio, at the present time is held to be of a class or kind made in Canada and dutiable at 25 per cent ad valorem, Item 427, under the Canada-United States Trade Agreement.

"Torrington" Universal Spring Coiler, manufactured by the Torrington Manufacturing Co., Torrington, Conn., at the present time is held to be of a class or kind not made in Canada and admissible at 10 per cent ad valorem, Item 427a, under the Canada-United States Trade Agreement. Motor—Item 445g.

Excise Duty Collections

COMPARATIVE statement of excise duty collections, in Canada, during the month of September, 1939, and September, 1940:—

September, 1940, spirits, matured, $1,198,975; September, 1939, $1,992,376. September, 1940, spirits, unmatured, $69,428; September, 1939, $137,866. September, 1940, validation fee, $80,212; September, 1939, $44,426. September, 1940, malt, $1,290.705; September, 1939, $925,890. September, 1940, beer, $26,387; September, 1939, $26,128. September, 1940, malt syrup, $4,180; September, 1939, $13,691. September, 1940, cigars, $43,728; September, 1939, $36,486. September, 1940, cigarettes, $3,592,807; September, 1939, $3,059,430. September, 1940, manufactured tobacco, $823,135; September, 1939, $570,492. September, 1940, licences, $1,718; September, 1939, $54. September, 1940, Canadian raw leaf tobacco, $23,824. September, 1940, totals, $7,155,103; September, 1939, $6,806,842.

Comparative statement of tobaccos, cigarettes and cigars entered for consumption, in Canada, during the months of September, 1939, and September, 1940:—

September, 1940, tobacco, cut, 2,030,321 pounds; September, 1939, 2,001,905 pounds. September, 1940, tobacco, plug, 238,991 pounds; September, 1939, 282,910 pounds. September, 1940, tobacco, snuff, 70,519 pounds; September, 1939, 84,006 pounds. September, 1940, cigarettes, number 597,291,350; September, 1939, number, 584,757,839. September, 1940, cigars, number, 13,752,796; September, 1939, number 11,742,065. September, 1940, Canadian raw leaf tobacco, 238,240 pounds.

War Measures—Licensed Imports

ALUMINUM.—By Order in Council (P.C. 5596), dated October 15, 1940, effective on October 16 (the date of publication in the *Canada Gazette*), the following regulations were established:—

1. No person shall import aluminum, manufactured or unmanufactured (including articles of which aluminum forms fifty per cent, by volume, of the component materials, or of which aluminum exceeds in value all other single component materials), without having first obtained a permit issued by, or on behalf of, the Minister of National Revenue.

2. Applicants for permits shall furnish in respect of each proposed importation information in writing in the manner and form approved by the Minister of National Revenue, setting forth details as to the purchaser, seller, consignor, consignee, description, quantity, value and specific purpose of the proposed shipment or of the articles proposed to be imported.

3. Shipments which were actually in transit to Canada on or before the date of the coming into force of this Order in Council shall be exempt from importation permit requirements.

4. Import permits issued hereunder shall not be transferable and shall be subject to revocation at any time without notice.

5. To assist in determining whether or not licences shall be granted, generally or in specific cases, there shall be an Advisory Committee consisting of

(*a*) a representative of the Department of National Revenue designated by the Minister;
(*b*) a representative of the Foreign Exchange Control Board designated by the Chairman thereof; and,
(*c*) the Metals Controller.

6. This Order shall come into force on the date of the publication thereof in the *Canada Gazette.*

Attention is directed to Section 3 of the regulations. Collectors may accept entry without licence on production of satisfactory evidence of the actual movement of shipments en route to Canada on or before October 16, 1940.

Tariff Change by Order in Council

BY Order in Council (P.C. 5525), October 9, 1940, passed under the authority of Section 284, paragraphs (*k*) and (*m*), of the Customs Act, it is ordered that until further ordered the aircraft parts enumerated in Tariff Item 440m (ii), when imported for the purpose specified, be accorded the tariff treatment hereunder indicated:—

"Direct or inertia starters with or without related operating gear and parts thereof; generators; voltage control boxes; batteries; de-icing and anti-icing equipment and parts thereof, not including parts of rubber; vacuum pumps with related operating gear and parts thereof; landing and navigation lights; propellers; hydraulic jacks and pumps and parts thereof; aircraft wheels; aircraft brakes with related operating gear; aircraft tires and tubes; oil coolers; fuel pressure warning devices; exhaust gas analysers; pressure fire extinguishers; primer pumps; instruments excepting fuel contents gauges; bolts, nuts, cocks, turnbuckles, clevis and pins, swaged wires and tie rods; bars, tubes, extrusions and forgings of aluminum, aluminum alloys and magnesium alloys; steel tubing; all of the foregoing when of types and sizes not made in Canada and imported for use exclusively in the manner of the goods enumerated in tariff item 440l, under such regulations as the Minister may prescribe, provided that not less than sixty per centum of the factory cost of production of the aircraft is incurred in the British Empire.

British Preferential Tariff	Free
Intermediate Tariff	Free
General Tariff	27½ p.c.

(To be designated as Tariff Item 832.)"

The Order in Council referred to is effective on and after October 12, 1940, the date of publication in the *Canada Gazette.*

Re Trading with the Enemy

COLLECTORS were advised by official memorandum dated October 24, 1940, as follows:—

Roumania is now proscribed territory under the Trading with the Enemy Regulations, and all importers who have goods originating in this country at your port should be instructed to apply to the office of the Custodian, Department of Secretary of State, for a release, and the goods are not to be delivered pending such release.

Goods originating in this country in Canada or actually in transit to Canada prior to the 12th October, 1940, may, when released by the Custodian, be entered at Treaty rates.

Exports of Wheat and Flour

CANADA'S September, 1940, exports of wheat totalled 9,499,854 bushels valued at $8,197,601 compared with 15,641,142 at $10,654,517 in September, 1939. During the nine months ended September, export shipments aggregated 100,470,813 bushels valued at $88,606,103 compared with 91,008,092 at $55,863,129 in the corresponding period last year.

Exports of wheat flour in September last amounted to 550,754 barrels valued at $1,944,206 compared with 416,553 at $1,185,310 in September, 1939. Shipments abroad during the nine months ended September totalled 5,192,380 barrels valued at $20,202,898 compared with 3,422,504 at $10,082,114 a year ago.

Canal Traffic in September

TRAFFIC on the Sault Ste. Marie Canals totalled 13,002,486 tons in September, 1940, compared with 11,492,582 tons in the same month last year. A heavy movement of iron ore offset the decrease in grain as ore shipments rose to 10,452,128 tons from 7,985,295 last year, and wheat dropped from 35,096,670 in 1939 to 21,291,592 this year. Structural steel and gasoline shipments also increased over last year. In the Welland Ship Canal total traffic registered an increase of approximately 51,000 tons over last year, while traffic on the St. Lawrence Canals dropped from 1,216,010 tons in September, 1939, to 992,318 this year.

Domestic Exports in September

THE United Kingdom was again Canada's leading market during September, 1940, taking Canadian domestic exports to the value of $44,402,000 in comparison with $29,189,000 in September, 1939. The United States was in second place with a total of $39,528,000 as against $34,132,000. Thus Canada's two heaviest customers increased their purchases substantially and the total of domestic exports, excluding gold, in September rose to $101,440,000 from $81,461,000 a year ago. Large gains were recorded in the export of wheat flour, fishery products, meats, cheese, cotton, planks and boards, shingles, wood pulp, newsprint, pigs, ingots, etc., farm implements, stone and automobiles and parts. Decreases were shown in barley, wheat, rubber, unmanufactured leather, silk, wool, rolling mill products, silver and asbestos.

Overseas Export of Wheat

DURING the week ending October 18, the export clearances overseas of Canadian wheat amounted to 1,424,769 bushels compared with 1,336,664 in the corresponding week last year. The total for the eleven weeks ended October 18 was 18,224,699 bushels in comparison with 26,647,385 in the like period of the previous crop year.

External Trade in August

THE balance of trade was favourable to Canada in August, 1940, to the extent of $14,523,715 in comparison with a favourable balance in July of $11,966,940 and $13,767,663 in August last year.

The total value of Canada's external trade in August, excluding gold, was $208,195,431 as compared with $190,959,406 in July and $139,183.821 in August, 1939.

Domestic exports reached a total of $110,548,017 as against $100,782,062 in July and $75,559,608 in August last year. August imports totalled $96,835,858 compared with $89,496,233 in July and $62,708,079 in August, 1939. Foreign exports were valued at $811,556 compared with $681,111 in July and $916,134 a year ago.

HERE AND THERE

The *Editor* of the Review who has had many years experience with "typographical errors" found the following editorial note in a Canadian paper recently:—

"A well-known monologue star dislikes to be termed a *diseuse* because on one occasion in a Scotch city she was advertised as a *disease.* This typographical error is on a par with the famous one in a New York newspaper, which reported that 'the snouts of 10,000 Democrats rent the air.' A letter may make an awful difference, as every printer, proofreader and editor knows from sad experience."

There were 1,202 employees in civil aviation in Canada in the second quarter of 1940. The number of miles flown was 3,030,188, an increase of about half a million miles over the first quarter. There were 37,856 passengers carried as against 32,001 in the first quarter. The freight carried was 3,538,817 pounds compared with 3,108,083. Passenger miles totalled 10,593,419 compared with 7,043,642 and the freight ton miles 272,507 compared with 232,122. The gasoline consumed in the second quarter of 1940 was 750,607 gallons.

Income from the tourist traffic this year, it is estimated, will be approximately $250,000,000 compared with about $275,000,000 received from this source last year. There was a decrease of some 2,000,000 tourists in the first eight months of 1940.

In order to co-ordinate the tourist efforts of the various provincial governments and the railway companies, representatives of the nine provinces and of the railways met with the National Tourist Advisory Council in Ottawa recently, and the following five-point program was adopted:—

The abolition of tourist nuisance taxes.

To make at least ten new travelogue pictures to replace the obsolete ones now used for tourist promotion purposes.

The Canadian Broadcasting Corporation has been asked to report on the possibility of organizing programs in Canada by Canadian talent for use on American networks.

A common system of highway markings to be adopted by all provinces.

An all-year-round advertising campaign in newspapers and magazines in the United States, and a larger distribution of tourist literature.

Motoring in the national parks in the Canadian Rockies during autumn affords opportunities to become acquainted with nature in her magnificent setting. While spring and summer each have their special appeal, the touch of autumn adds splendour to the beauty of the landscape, which reaches its greatest heights in the mountain parks. The feel of frost is in the morning air and the countryside flames with scarlets and gold in a setting of the more sombre evergreens. There is new life, a promise of renewed health and mental vigour in the autumn scene in the national parks, a relief from the stress of modern life which is being taken advantage of by growing numbers of visitors each year.

Every effort has been made to maintain the parks in their natural beauty, and in selecting the routes for the highways the needs of the tourist and motorist have been considered so as to ensure easy gradients, safety, and awe-inspiring views. With the exception of Glacier National Park, on the summit of the Selkirk range in southeastern British Columbia, reached only by rail, all national parks in Canada are accessible by modern highways.

More than 900 miles of motor highways and secondary roads are maintained in the national parks, of which approximately 75 per cent are of standard all-weather construction. Each year the system of park highways is being extended to new areas of scenic grandeur, the highlight of this year being the opening to traffic of the new Banff-Jasper Highway, providing direct motor road connection between the world-famous resorts of Banff and Jasper.

Canada's national parks system now includes nineteen separate park units having a combined area of more than 12,400 square miles, and is among the most valuable assets of the nation, both from an economic and aesthetic viewpoint. The purpose of setting aside these areas of outstanding beauty or interest is four-fold. They conserve the wild life of Canada, maintain the primitive landscape, preserve sites of historical interest, and provide facilities for the enjoyment of outdoor life and recreation. As national playgrounds they are also proving to be one of the chief attractions in the development of Canada's tourist trade, an industry of increasing economic importance.

LARGE INCREASE IN CUSTOMS-EXCISE COLLECTIONS

During the six months of this fiscal year, April to September, inclusive, substantial increases were recorded in Customs-Excise collections at many of the chief ports. The *Editor* has received from Collectors the following details:—

At Montreal

Customs-Excise collections at the port of Montreal from April 1 to September 30, 1940, totalled $74,127,031 as against $52,592,263 collected during the corresponding period last year, an increase of $21,534,767, or 41·5 per cent. The largest revenue for any one month was taken in July when collections amounted to $14,244,693, an increase over July last year of $5,829,946 or 69 per cent.

Revenue collected at the Customs express branch, Montreal, in the six months period totalled $1,422,845, an increase of $495,211. Packages received numbered 139,978, decrease 22,425, entries 16,572, increase 721. At the Customs postal branch collections amounted to $468,823, while parcels received numbered 137,207, entries 10,641.

At Toronto

The port of Toronto collected a total of $40,171,894 in Customs-Excise revenue from April 1 to September 30. Excise taxes realized the largest returns amounting to $18,570,625, followed by—import duty $13,403,653, war exchange tax $3,306,873, sales tax $2,692,339, Excise duty $1,995,564, Excise tax $181,085 sundry collections $21,756. The heaviest collections for any one month, totalling $7,148,586, were taken in July.

Customs postal branch collections at Toronto for the six months period amounted to $468,408. The number of packages handled was 209,900, entries 17,698. Revenue received at the express branch totalled $1,435,737, while packages numbered 136,762, entries 24,139.

At Hamilton

Revenue at the Customs-Excise port of Hamilton, Ontario, collected during the first six months of this fiscal year, increased by $5,636,219 to a total of $13,172,011 compared with the same months last year. The largest revenue together with the heaviest increase was received from sales and Excise taxes (domestic) which totalled $5,044,842, increase $1,774,934, followed by import duty revenue totalling $3,404,132, increase $1,485,049. Other revenues were: Excise duty $3,158,809, increase $1,077,292, War Exchange tax $1,156,214, increase $1,156,214, sales tax on imports $347,530, increase $169,118, Excise tax on imports $58,197, decrease $27,062, sundry collections $2,287, increase $674.

Postal branch collections at Hamilton totalled $57,071, an increase of $15,751. Parcels handled numbered 19,489, a decrease of 528. Collections at the express branch amounted to $180,432, increase $83,655 while parcels handled numbered 15,169, decrease 1,788.

The total number of manifests received was 19,563, increase 3,937, entries 39,455, increase 6,977.

At Quebec

Quebec's Customs-Excise revenue for the period under review increased to $4,215,418 from a total of $3,318,804 a difference of $896,614. The heaviest revenue was received from Excise duties totalling $1,725,269, a gain of $202,360; the second largest from Excise taxes totalling $1,231,974, an increase of $259,149. Then followed import duties $842,261, increase $189,273, sales tax on imports of $207,396, increase $57,655, war exchange tax $189,455, increase $189,455, Excise tax on imports $17,322, decrease $122, sundry collections $1,741, decrease $1,156.

Customs entries for the respective periods numbered 13,366 (14,315), Excise tax entries

4,157 (3,620), Excise duty entries 2,176 (1,498), manifests received 6,594 (6,374).

Postal branch collections at Quebec during the first six months of this fiscal year amounted to $36,527, a net increase of $7,976, while collections at the express branch totalled $60,777, a net increase of $31,364.

At Walkerville

At the port of Walkerville, Ontario, Customs-Excise revenue for the first six months of this fiscal year amounted to $9,878,724 compared with $4,275,177 collected during the same period last year, an increase of $5,603,546. Customs import duty and taxes totalled $6,546,095, increase $4,245,866, Excise taxes $2,367,655, increase $1,001,595, Excise duties $960,769, increase $355,242.

Postal branch collections amounted to $4,408, an increase of $1,344, while collections at the express branch totalled $18,280, an increase of $8,296.

Import duty entries numbered 46,958, increase 10,104, Excise tax entries 782, increase 61, Excise duty entries 2,524, increase 87, export entries 1,857, increase 263.

All indications point to a banner year at the port of Walkerville.

At Windsor

A comparative statement of revenue collected at the port of Windsor, Ontario, for the six months period, April 1, to September 30, 1940, and 1939, shows an increase this year of $2,679,430, collections for the respective periods totalling $6,579,884 and $3,900,454. Revenue from Excise taxes amounted to $3,423,263, an increase of $1,456,630, while import duties totalled $2,956,333, increase $1,151,745, Excise duties $189,762, increase $70,453, sundries $10,526, increase $603.

The Customs postal branch at Windsor collected $11,773 during the six months period, an increase of $5,393. Packages handled numbered 3,924, a decrease of 556. At the express branch collections totalled $28,950, an increase of $14,858, packages received 3,633, an increase of 354, entries 838, an increase of 113.

At Winnipeg

During the six months ended September 30, 1940, the port of Winnipeg collected $6,691,527 in Customs-Excise revenue. Excise taxes contributed the largest amount, totalling $3,467,834, while import duty collections totalled $2,223,858, Excise duty collections $994,964, sundry collections $4,871.

Customs express branch collections amounted in the six months period to $195,468, an increase over the same period last year of $31,871. Packages delivered numbered 56,545, increase 1,481, entries 5,565, decrease 24. Customs postal branch collections totalled $85,404, an increase of $22,918, parcels handled 49,310, a decrease of 2,167, entries 4,356, an increase of 470.

At Calgary

A statement of revenue collected at the port of Calgary, Alberta, for the six months ended September 30, 1940, compared with the corresponding period of last year, gives the following: total Customs-Excise revenue $1,853,932, net increase $474,118; import revenue $800,020, decrease $15,177, Excise tax $580,094, increase $225,531. Excise duty $472,640, increase $263,674, sundry collections $1,178, increase $91.

The number of manifests received for the respective periods was 4,689 (5,999), the number of manifests forwarded 190 (270). Collections at the Customs express branch amounted to $40,447, an increase of $1,932, while at the postal branch collections totalled $26,609, an increase of $1,182.

At Vancouver

The port of Vancouver received a total of $10,202,013 in Customs-Excise revenue during the first six months of this fiscal year. Import duty collections were the heaviest, amounting to $4,410,851, followed in order by Excise tax collections $3,171,663, sales tax on imports $1,110,045, war exchange tax $770,091, Excise duty collections $662,988, Excise tax on imports $59,954, sundry collections $16,421.

Import entries for the six months period numbered 49,376, Excise tax entries 7,551, Excise duty entries 1,717.

Collections at the Customs express branch, Vancouver, for the six months period amounted to $174,806. Packages received numbered 36,385, entries 3,906. The amount collected at the postal branch was $108,739, while the number of packages received was 64,410, entries 4,876.

At Victoria

A statement of business transacted at the port of Victoria, B.C., from April 1 to September 30, shows an increase in revenue compared with the corresponding period of 1939, of 17 per cent, in general shipping of 6 per cent and in coastwise shipping of 18 per cent. It is of interest to note that Victoria, which has a climate similar to the south of England and northern France, has attracted a large number of war evacuees.

Customs-Excise revenue collected during the respective periods amounted to $1,210,701 and $1,008,183, an increase for the six months this year of $202,518. Collections in detail, showing last year's figures in brackets, were: import duty $695,358 ($652,919), Excise tax $222,353 ($138,971), Excise duty $289,243 ($210,161), sundry collections $3,747 ($6,133).

Entries totalled 9,261 (10,922), made up as follows: import entries 7,654 (9,419), Excise tax entries 1,204 (1,096), Excise duty entries 403 (477).

Business handled at the express and postal branches at Victoria for the respective period was as follows: express branch—collections $13,415 ($15,219), entries 399 (478); postal branch—collections $45,131 ($47,769), entries 1,332 (1,368).

At Halifax

Customs-Excise revenue collected at the port of Halifax during the six months period, April 1 to September 30, increased by $1,498,216 to a total of $3,642,028 compared with the corresponding period of last year. All sources of revenue recorded gains. Totals in detail were as follows: import duty $1,375,359, increase $547,634; sales tax on imports $260,276, increase $107,052; Excise tax on imports $325,269, increase $297,479; sales and Excise tax, domestic, $1,185,030, increase $283,186; Excise duty $487,888, increase $259.258; sundry collections $8,206, increase $3,606.

At the Customs express branch collections in the six months period amounted to $16,490, an increase of $4,574, while packages received numbered 2,785, a decrease of 71. Collections at the Customs postal branch totalled $12,324, increase $2,345, packages received 8,661, decrease 1,641.

At Saint John

A total of $2,788,796 was collected in Customs-Excise revenue at the port of Saint John, N.B. from April 1 to September 30. This compares with $1,990,999 collected during the corresponding months last year, an increase of $797,796. The heaviest gains were made in Excise tax receipts which jumped from a total of $1,259,046 to $1,693,491, an increase of $434,445. Import duty amounted to $898,637, increase $246,665, Excise duty $193,732, increase $116,582, sundry collections $3,936, increase $104.

Postal branch collections at Saint John for the six months period amounted to $7,744, an increase of $2,011; express branch collections $12,966, an increase of $1,042.

BUTTER AND CHEESE PRODUCTION

The Canadian production of creamery butter declined in September, 1940, totalling 26,414,079 pounds compared with 33,810,866 in August and 29,981,289 in September, 1939. All provinces reported a decrease in make when compared with September last year. Output during the nine months ended September aggregated 214,289,056 pounds compared with 216,315,346 in the same period of 1939. Cheese production in September amounted to 20,524,097 pounds in comparison with 24,000,808 in the previous month and 17,904,245 in September, 1939. All provinces excepting British Columbia participated in the gain over September, 1939. Output of cheese during the nine months ended September totalled 116,348,426 pounds compared with 102,227,759 in the corresponding period of 1939.

PULP AND PAPER INDUSTRY

The manufacture of pulp and paper has been consistently one of the most important industries in Canada during the last two decades. The gross value of production of woodpulp and paper in 1939 was $208,152,295, an increase of 13·2 per cent over 1938 and a decrease of 14·7 per cent from the production in the peak year of 1929.

CANADA'S IMPORTS AND EXPORTS

Canada's imports in August were valued at $96,836,000 compared with $89,496,000 in July and $62,708,000 in August, 1939. The total for the first eight months of 1940 was $682,433,000 in comparison with $441,767,000 in the like period of 1939.

August purchases from the United States totalled $67,572,000 as against $39,384,000 a year ago; the total from the United Kingdom was $15,494,000 compared with $10,865,000. The Straits Settlements contributed to the value of $2,325,000 against $884,000, Australia $1,473.000 compared with $722,000, Brazil $1,225,000 compared with $124,000, British West Indies $948,000 compared with $1,686,000, Colombia $918,000 compared with $436,000 and British Guiana $918,000 compared with $586,000.

Among the commodities, only one of the nine main groups recorded a decline from August, 1939, the recession in this case being limited. The most pronounced gain was in iron and products group which rose to $30,788.000 from $15,854,000 a year ago.

Leading imports were as follows, with figures for August, 1939, in brackets: fruits, $2,971.000 ($2,445,000); vegetable oils, $970,000 ($533,000); sugar, $1,913,000 ($2,104,000); rubber $3,517,000 ($1,088,000); cotton, $3,618,000 ($2,256,000); flax, hemp and jute, $1,046,000 ($936.000); wool $3,938,000 ($2.040.000); books and printed matter $1,406,000 ($1,277,000); ore $771,000 (478,000); rolling mill products $6,245,000 ($3,358.000); engines and boilers $974,000 $868,000); farm implements $3,512,000 ($2,622.000); machinery, other than agricultural $6,950,000 ($3,717.000); automobiles and parts $5.613,000 ($2,015,000).

Other chief items were: aluminum $988,000 ($636,000); precious metals $813,000 ($383.000); electric apparatus $1,876,000 ($1.079,000); clay and products $1,073,000 ($672.000); coal $4.654,000 ($2,683,000); petroleum products $7,058,000 ($6,091,000); inorganic chemicals $1,234,000 ($708,000); personal equipment $705,000 ($479,000).

In September, 1940, Canada's exports, excluding gold, amounted to $101,440,000 as compared with $81,461,000 in the same month last year. Exports to Empire countries were valued at $57,552,000 as against $37,287,000 last year and to other countries $43,888,000 as compared with $44,174,000 in September, 1939.

The following figures show the trend of Canada's exports, figures for 1939 being in brackets: United Kingdom $44,402,000 ($29,189,000); United States $39,528,000 ($34,132,000).

Exports to Empire countries: British South Africa $3,715.000 ($2,043,000); Australia $2,721,000 ($1,632,000); British West Indies $1,753,000 ($903,000); Newfoundland $1,405,000 ($992,000); British India $1,129,000 ($568,000).

Exports to other countries: Japan $958,000 ($3,557,000); Egypt $481,000 ($23,000); Sweden nil ($155,000) Switzerland nil ($81,000).

Canada's total exports, excluding gold, for the nine months ending September amounted to $860,909,000 as compared with $636,309,000 for the same period last year.

FLOUR PRODUCTION IN AUGUST

Flour production for August, the commencement of the new crop year, was slightly in advance of the previous month, amounting to 1,291,451 barrels compared with 1,222,975 for July. However, this did not equal the quantity milled for the opening month a year ago when 1,382,158 barrels were manufactured. The percentage of output to capacity for the month under report was 53·8 compared with 59·7 for the same month last year. Exports in August totalled 575,756 barrels compared with 379,276 in August, 1939.

Grains ground in August were as follows, with figures for August 1939, in brackets: wheat 5,898,846 (6,383,258) bushels; oats 1,235,109 (1,095,328); corn 242,973 (213,394); barley 297,513 (119,095); buckwheat 1,120 (3.314); and mixed grain 1,754,276 (1,361,999).

TOBACCO PRODUCTION ESTIMATES

Canadian tobacco production in 1940 is estimated at 48,960,500 pounds compared with a revised estimate of 107,703,400 pounds in 1939. The 1940 crop was produced on 68,070 acres as compared with 92,300 acres last year. The sharp reduction in output of tobacco this year is a result of reduced acreage, an unfavourable season and extensive frost damage to the flue-cured crop in the New Belt of Ontario. The flue-cured crop is estimated at 28 million pounds from 48,270 acres as compared with a record yield of 79,734,400 pounds from 69,840 acres in 1939. Burley tobacco acreage was reduced by 13 per cent and cigar leaf by 5 per cent. In addition to the reduction in volume of the 1940 crop, the quality is generally below that of last year's crop.

A further loss has occurred since these estimates were prepared. On the night of September 25 heavy frost destroyed the unharvested portion of the Ontario flue-cured crop which was principally in Windham Township and amounted to about 20 per cent of the total Ontario crop.

GOLD PRODUCTION IN JULY

The Canadian output of gold in July set up a new high monthly record at 456,626 ounces valued at $17,580,101. In June, 451,277 ounces were produced, while in July, 1939, the output totalled 439,925 ounces. During the calendar year to date Canada produced 3,028,668 ounces compared with 2,929,894 in the corresponding period of 1939.

The July output by producing areas was as follows, with figures for July, 1939, in brackets: Ontario, 279, 693 (260,322) ounces; Quebec, 80,506 (74,801); British Columbia 58,285 (57,435); Manitoba and Saskatchewan 21,563 (22,370); Yukon 9,932 (17,560); Northwest Territories 4,507 (5,371); Nova Scotia 2,111 (2,029). Gold content of jewellery and scrap received by the Royal Canadian Mint amounted to 698 ounces as against 987 in July last year.

PETROLEUM AND GAS PRODUCTION

Crude petroleum and natural gasoline production in July totalled 877,133 barrels as compared with 657,098 in June and 899,169 in July, 1939. During the seven months of 1940 production aggregated 4,558,162 barrels in comparison with 4,270,407 in the corresponding period last year.

The Canadian output of natural gas in July amounted to 1,637,171,000 cubic feet as compared with 1,667,608,000 in June and 1,743,656,000 in July, 1939. Total output during the seven months ended July was 21,737,194,000 cubic feet in comparison with 20,964,344,000 in the same period of 1939.

FRUIT AND VEGETABLE RULINGS

The Minister has directed that the application of the value fixed for Cauliflower imported into Canada, as per Fruit and Vegetable Bulletin No. 7 (1940), be suspended until further notice in respect of importation into the Provinces of Nova Scotia, New Brunswick and Prince Edward Island, effective on entries on and after October 22, 1940.

The Minister has ordered that the fixed valuation for duty purposes on Green Beans, as set forth in Fruit and Vegetable Bulletin No. 7 (1940), be cancelled effective on entries on and after October 22, 1940.

CHEESE PRODUCTION

Cheese production in Canada during the month of August, 1940, was 23,926,523 pounds, an increase of 3,357,497 pounds, or 16·3 per cent, compared with 20,569,026 pounds in August, 1939. The cumulative production of cheese from January 1, 1940, to August 31, 1940, showed an increase of 13·6 per cent compared with the corresponding eight months of 1939. Creamery butter production increased by one per cent in the first eight months of 1940, the figures being 188,283,014 pounds, compared with 186,334,057 pounds in the corresponding eight months of 1939.

ESTIMATED APPLE CROP

In a report on the fruit crop for 1940 issued at the end of September, the Dominion Bureau of Statistics estimates the apple crop for all Canada at 3,722,400 barrels, a decrease of 2,069,500 barrels compared with the 1939 bumper crop of 5,791,000 barrels.

On September 16 and 17 a gale blew over the Annapolis Valley, Nova Scotia, one of the principal commercial apple producing centres of Canada, and blew down about 600,000 barrelsful. Extensive damage was done to the more valuable varieties by this gale. Much of the fruit that withstood the high wind and remained on the trees was injured to some extent. It is now estimated that Nova Scotia will harvest only about 780,000 barrels compared with 2,300,000 barrels in 1939; New Brunswick 30,000 barrels compared with 75,000 barrels last year; Quebec 230,000 barrels in comparison with 337,000 barrels in 1939; Ontario 649,600 barrels as against 1,010,500 in 1939 and British Columbia 2,032,800 barrels compared with 2,069,000 last year.

This year's pear crop for the Dominion is placed at 547,000 bushels, a decline of about 30,000 bushels from 1939. Nova Scotia is expected to account for 22,000 bushels of this year's crop; Ontario, 237,700 bushels and British Columbia, 287,800 bushels.

The yield of plums and prunes in 1940, at 222,700 bushels is about 45,000 bushels below the total output a year ago. Of this year's production 8,900 bushels will come from Nova Scotia; 59,500 bushels from Ontario, and 154,300 bushels from British Columbia.

The production of all other fruits in 1940 is less than in 1939.

The October, 1940, estimate of the Canadian apple crop is 3·6 per cent higher than that of a month ago. It was at first expected that the losses in the Maritime Provinces, due to the gale in mid-September, would be heavier than has since proved to be the case, and as a result the estimates for both Nova Scotia and New Brunswick are higher than in September. The prospects for the Quebec and British Columbia crops remain unchanged since the last report while a slightly smaller crop in Ontario is now expected. Canadian production is estimated at 3,857,400 barrels compared with the estimate of 3,722,400 barrels in September and 5,791,900 barrels in 1939.

PRODUCTION OF MINERAL PRODUCTS

The production of several of Canada's leading mineral products during the seven months ended July, 1940, was as follows, corresponding totals for 1939 being in brackets: asbestos 186,799 (172,878) tons; cement 3,710,658 (2,730,334) barrels; clay products $2,582,873 ($2,430,366); coal 9,455,368 (7,909,811) tons; feldspar 11,288 (5,618) tons; gold 3,028,668 (2,929,894) fine ounces; gypsum 722,152 (519,172) tons; lime 393,252 (281,484) tons; natural gas 21,737,194,000 (20,964,344,000) cubic feet; petroleum 4,558,162 (4,270,407) barrels; commercial salt 128,205 (129,162) tons; silver 14,033,951 (13,323,130) fine ounces. Publication of production figures for nickel, lead, copper and zinc has been suspended for the duration of the war.

FUR PRODUCTION IN CANADA

Ontario with $2,538,658 and Quebec with $2,230,280 are the leading provinces with respect to value of raw fur production during the 1938-39 season. New Brunswick, Alberta, Prince Edward Island, the Northwest Territories, Manitoba and British Columbia follow in the order named, each with a value of over a million dollars.

Silver fox pelts have the highest valuation and in the 1938-39 season were produced to the value of $5,660,722 with mink and muskrat next in order.

Canada's chief markets for furs are London and New York. During the 12 months ended June 30, 1939, Canada exported $14,288,568 worth of raw furs, $8,436,144 worth going to the United Kingdom and $5,087,038 to the United States.

NEWS AND COMMENT

Ottawa: The seventh annual competition for the Nauman Cup, emblematic of the golf championship of the Excise Division of the Department was won on October 5 by A. F. MacMillan, with a net score of 65. Miss Edith Anderson won the nine hole competition for ladies with a net 39. Other winners were: low gross, A. Powell, second low gross S. G. Ogilvie, second low net for the ladies was won by Miss J. Tremblay and Miss A. M. Tremblay won the hidden hole prize.

Following the match a banquet was held in the club house and among those present was Mr. D. Sim, Commissioner of Excise who welcomed the guests and later gave a very enjoyable talk. V. C. Nauman, Assistant Commissioner of Excise and donor of the trophy made the presentation to Mr. MacMillan and awarded the other prizes. Among the out of town guests at the head table were Messrs. Stephenson and Stroud of St. John, N.B. and Sub-Lieutenant John Mason of the Royal Navy. Thanks, for their work in making the tournament a success, were extended to Miss M. Black and A. F. MacMillan, by the Chairman.

Toronto: Substantial gains were made in revenue collections at both the express and postal branches, Toronto, during the month of September last compared with September, 1939. At the express branch collections totalled $304,684, an increase of $131,706, while packages received numbered 17,565, a decrease of 1,751, entries 4,248, an increase of 351. Collections at the postal branch amounted to $102,762, increase $47,447, packages received 32,817, decrease 870, packages delivered 31,315, increase 1,552, entries 2,740, increase 43.

One hundred and seventeen aeroplanes, including both inward and outward, carrying in all 107 passengers and 250 pieces of baggage, were cleared through the Customs airport during September. Of these 114 were United States planes and 3 Canadian. During the same month last year, 74 aeroplanes, carrying a total of 171 passengers, were cleared through this airport.

Montreal: International air traffic through the Customs Air Harbour, St. Hubert, Quebec, handled during the month of September, was heavier this year than last. A total of 377 aeroplanes, inward and outward, carrying in all 3,079 passengers and 3,973 pieces of baggage, was cleared. These totals represent increases of 32 in the number of planes, 491 in the number of passengers and 607 in pieces of baggage. Totals in detail for September were: aeroplanes inward 188, increase 13, outward 189, increase 19; passengers inward 1,398, increase 183, outward 1,681, increase 308; pieces of baggage inward 1,721, increase 134, outward 2,252, increase 473; express parcels inward 122, decrease 52, outward 40, decrease 41; bags of mail inward 558, decrease 159, weight 5,026 pounds, decrease 2,312, outward 520, decrease 245, weight 3,485 pounds, decrease 4,316.

The value of importations during September was $8,482, compared with $10,468 for September, 1939. One flight inward was cancelled owing to weather conditions, and 2 flights outward. No flights were cancelled in September last year.

Business transacted at both the postal and express branches, Montreal, during the month of September, increased at nearly all points compared with September last year, as the following figures show: postal branch—collections $98,828, increase $45,887; parcels received 21,767, increase 2,469, parcels cleared 21,039, increase 2,188, entries 1,723, increase 242; express branch—collections $325,844, increase $176,266, packages received 15,791, decrease 118, entries 2,928, increase 459.

Regina: The port of Regina, Saskatchewan, collected a total of $1,047,734 in Customs-Excise revenue between the dates April 1 and September 30. This amount was made up as follows: import duty $437,413, Excise taxes $298,098, Excise duty $311,500, sundry collections $722.

Revenue collected at the express branch, Regina, amounted to $24,055, while the number of parcels received was 4,969, entries 840. Collections at the postal branch totalled $10 906, parcels received 10,389, entries 713.

New Westminster, B.C.: The port of New Westminster together with the outports and preventive stations under its survey, collected $808,988 in Customs-Excise revenue during the first six months of this fiscal year, an increase of $347,355 compared with same months of 1939. This revenue, together with last year's figures shown in brackets, was made up as follows: import duties $274,434 ($148.255), Excise tax $289.333 ($194,630), Excise duties $243,868 ($117,598), sundries $1,352 ($1,150).

Duty collected at the postal branch, New Westminster, in the six months period amounted to $2.463, a decrease of $500, while entries numbered 260, a drop of 74. At the express branch collections totalled $2,666, an increase of $694, entries 142, an increase of 5.

Further statistics for this port covering the respective periods were as follows: manifests received 1,423 (1,716), manifests forwarded 127 (177); export entries 12,835 (12,156).

Automobile traffic totals for frontier points under the survey of New Westminster for the respective six-month periods were as follows: Aldergrove—United States cars in 4.589 (6.594), out 4,601 (6,186), passengers in 13.820 (19,361), out 15.386 (16,821); Canadian cars in 3,443 (8.277), out 3,877 (9.126), passengers in 13.357 (28.594), out 15.365 (32,691); Boundary Bay—United States cars in 4,415 (5,679), out 4,398 (5.679), passengers in 11,633 (14,099), out 11,430 (14.214); Canadian cars in 13,788 (22,952), out 14.331 (23.096), passengers in 48,472 (83.099), out 50.373 (83.036); Huntingdon—United States cars in 8.610 (10.264), out 8.627 (10.280), passengers in 29,271 (36,152), out 29,324 (36,202); Canadian cars in 5,237 (15,084), out 5,734 (16,092), passengers in 17,581 (54,448), out 19,534 (58,158).

PRODUCTION OF IRON AND STEEL

September, 1940, production of pig-iron at 105,020 tons marked the seventh time in the history of the industry that the 100,000-ton level was exceeded. The peak of 112,528 tons was reported for August, 1929, and the other highs were as follows: 106,000 tons in December, 1918; 105,000 tons in October, 1920; 101,533 tons in May, 1923; 103,450 tons in December, 1928, and 104,703 tons in January, 1940.

Cumulative production of pig-iron for the first nine months of this year amounted to 845,456 tons against 487,982 tons during the corresponding period of 1939.

September output of ferro-alloys totalled 13,147 tons compared with 9,697 tons for last month and 10,406 tons for September, 1939.

Production of steel ingots and direct steel castings was reported at 164,515 tons and included 159,519 tons of ingots and 4,996 tons of castings. In August of this year output amounted to 172,210 tons and in September of a year ago to 124,384. Cumulative production for the first nine months of 1940 totalled 1,464,548 tons against 937,693 tons for the corresponding period of 1939.

QUESTION BOX AND LETTER BAG

WELL DONE

(The Editor received this letter from E. D. Lennie, Collector of Customs and Excise, Toronto):—

There is an impression in some quarters that Civil Servants are a self-centred group who have no interest in anything but their own welfare. That this is an erroneous idea, in so far as the Customs and Excise Services at Toronto are concerned, has been demonstrated by the contributions which have been made to the Canadian Red Cross in the campaign recently conducted. The amount pledged for the year 1940-41 by members of the Customs and Excise Service in Toronto is $2.242.20. This amount was contributed by the Port staff, the Excise Tax Audit Division, the Drawbacks Division and the Undervaluation Unit of the Inspection Service.

You might desire to make mention of this contribution in the NATIONAL REVENUE REVIEW. It should be made clear that the contribution was not made by the Port staff alone, but that the other Customs-Excise Services in the city of Toronto, which I have mentioned, also participated in this campaign.

JUST AMONG OURSELVES

OCTOBER-NOVEMBER

ADDITIONS

NOVA SCOTIA

LIVERPOOL: A. M. Ryan, Customs Excise Examiner.

QUEBEC

MONTREAL: Mary Acomsky, Stenographer, Grade 1; J. A. L. Beaucage, Office Boy; G. A. J. Boulet, Office Boy; J. M. Desrosiers, Office Boy; J. P. L. Labelle, Office Boy; J. I. F. M. Vallee, Office Boy.

THREE RIVERS: J. A. M. Verrette, Customs Excise Examiner.

ONTARIO

KITCHENER (Waterloo): G. R. Aletter, Customs Excise Examiner.

WEST TORONTO: F. B. Kelly, Clerk, Grade 1.

ST. CATHERINES: C. P. McManamy, Customs Excise Examiner.

SASKATCHEWAN

REGINA: E. E. Woods, Clerk, Grade 1.

BRITISH COLUMBIA

NANAIMO (Crofton): Robert Gladhill, Customs Guard.

ADMINISTRATIVE

Olive Baker, Typist, Grade 1; Dorothy McKay, Stenographer, Grade 1; F. J. Reading, Office Boy; B. F. Sims, Office Boy.

AUDIT

QUEBEC

TORONTO: Harold Bricker, Excise Tax Auditor, Grade 2.

BRITISH COLUMBIA

VANCOUVER: S. J. Duffecy, Stenographer, Grade 1.

DEDUCTIONS

QUEBEC

HULL (Lachute): J. U. H. Leclair, Customs Excise Examiner, Grade 1 Outport (Deceased).

MONTREAL: James Scullion, Customs Excise Examiner (Retired); J. P. J. Trudeau, Office Boy (Rejected).

MANITOBA

EMERSON: J. G. E. Shnier, Customs Excise Examiner (Resigned).

ALBERTA

LETHBRIDGE: William Bond, Customs Excise Clerk (Retired).

BRITISH COLUMBIA

NANAIMO (Crofton): G. W. Morris, Customs Guard (Services terminated).

VANCOUVER: George Allen, Customs Guard (Deceased).

ADMINISTRATIVE

M. E. Harper, Stenographer, Grade 1 (Reassigned to another Department); F. E. C. McCorkell, Office Boy (Reassigned to another Department); A. A. Schwalm, Clerk, Grade 2 (Services terminated); J. C. Taylor, Stenographer, Grade 1 (Deceased).

EXCISE INSPECTION

QUEBEC

MONTREAL: M. A. Belisle, Stenographer, Grade 1 (Resigned).

INVESTIGATION—DRAWBACKS

ONTARIO

WINDSOR: E. M. Marsden, Stenographer, Grade 2 (Resigned).

MANITOBA

WINNIPEG: J. E. Hamlin, Investigator of Drawback Claims (Resigned).

PROMOTIONS

NEW BRUNSWICK

CAMPBELLTON: A. R. M. Metzler, from Customs Excise Examiner to Collector of Customs and Excise, Grade 1 Port, and Registrar of Shipping.

QUEBEC

MONTREAL: R. J. Ash, from Clerk, Grade 1, to Clerk, Grade 2; J. M. G. Couillard, from Clerk, Grade 1, to Clerk, Grade 2.

ONTARIO

HAMILTON: F. J. Quinn, from Customs Appraiser, Grade 1, to Customs Appraiser, Grade 3.

LONDON: B. M. Lillie, from Express and Postal Computing Clerk to Customs Excise Cashier.

ALBERTA

EDMONTON: P. D. Fowler, from Computing Clerk to Customs Appraiser, Grade 1.

BRITISH COLUMBIA

VANCOUVER: A. M. Arter, from Customs Excise Examiner to Express and Postal Computing Clerk; J. T. Mitchell, from Office Boy to Clerk, Grade 1; L. F. Thompson, from Clerk, Grade 1, to Customs Excise Clerk.

ADMINISTRATIVE

M. M. Maloney, from Stenographer, Grade 2 to Stenographer, Grade 3.

CUSTOMS INSPECTION

CHICAGO, ILL.: G. B. Dench, from Customs Excise Examiner to Senior Customs Excise Examiner.

TRANSFERS

MANITOBA

J. A. Gaunt, from Customs Excise Examiner, Grade 1 Outport, Fort Frances (Rainy River, Ont.) to Customs Excise Examiner, Winnipeg.

ALBERTA

R. W. Weiler, from Customs Excise Examiner, Coutts, to Customs Excise Clerk, Lethbridge.

BRITISH COLUMBIA

J. W. Sinclair, from Customs Excise Enforcement Officer, Cranbrook (Flathead) to Sub-Collector of Customs and Excise, Limited Service Outport, Penticton (Bridesville).

AUDIT

ONTARIO

C. M. Wood, from Excise Tax Auditor, Grade 2, St. Catharines, to Excise Tax Auditor, Grade 2, Toronto.

COMPARATIVE STATEMENT OF CUSTOMS AND EXCISE REVENUE RECEIVED DURING THE MONTH OF OCTOBER, 1939 AND 1940

—	1939	1940	Increase	Decrease
	$ c.	$ c.	$ c.	$ c.
CUSTOMS DUTIES	10,659,958 10	13,596,441 14		
Less Refunds and Drawbacks	789,511 03	1,973,896 48		
Net	9,870,447 07	11,622,544 66	1,752,097 59	....
EXCISE TAXES	15,464,370 00	25,917,847 81		
Less Refunds and Drawbacks	354,510 79	698,430 23		
Net	15,109,859 21	25,219,417 58	10,109,558 37	....
EXCISE DUTIES	6,568,670 83	8,694,605 75		
Less Refunds and Drawbacks	46,073 98	42,473 82		
Net	6,522,596 85	8,652,131 93	2,129,535 08	....
SUNDRY COLLECTIONS	59,030 69	69,762 10		
Less Refunds	0 25	8 00		
Net	59,030 44	69,754 10	10,723 66	....
Net Totals	31,561,933 57	45,563,848 27	14,001,914 70	....
Net Increase	....	....	14,001,914 70	....

TOTALS FOR SEVEN MONTHS

—	1939-40	1940-41	Increase	Decrease
	$ c.	$ c.	$ c.	$ c.
CUSTOMS DUTIES	59,172,922 51	81,374,808 75		
Less Refunds and Drawbacks	5,723,350 64	7,877,998 64		
Net	53,449,571 87	73,496,810 11	20,047,238 24	....
EXCISE TAXES	84,660,253 80	137,527,212 69		
Less Refunds and Drawbacks	2,256,392 68	2,419,411 80		
Net	82,403,861 12	135,107,800 89	52,703,939 77	....
EXCISE DUTIES	36,576,208 23	51,781,865 86		
Less Refunds and Drawbacks	325,387 61	778,958 21		
Net	36,250,820 62	51,002,907 65	14,752,087 03	....
SUNDRY COLLECTIONS	343,282 89	372,006 41		
Less Refunds	26 89	373 29		
Net	343,256 00	371,633 12	28,377 12	....
Net Totals	172,447,509 61	259,979,151 77	87,531,642 16	....
Net Increase	....	....	87,531,642 16	....

COMPARATIVE STATEMENT OF INCOME TAX REVENUE RECEIVED DURING THE MONTH OF OCTOBER, 1939 AND 1940

—	October, 1939	October, 1940	Increase	Decrease
	$ c.	$ c.	$ c.	$ c.
Net Collections	4,480,339 11	9,557,703 16	5,077,364 05	....

TOTALS FOR SEVEN MONTHS

—	1939-40	1940-41	Increase	Decrease
	$ c.	$ c.	$ c.	$ c.
Net Collections	111,507,162 33	153,209,950 30	41,702,787 97	....

INCOME TAX COLLECTIONS BY DISTRICTS

Comparative Statement of Net Collections by Districts Received During the Months April to October Inclusive, of the Fiscal Years 1939-40 and 1940-41. (Decrease Marked*.)

Districts	1939-40	1940-41	Increase or Decrease
Charlottetown	382,845 27	564,078 62	181,233 35
Halifax	1,724,269 39	2,919,544 28	1,195,274 89
Saint John....	1,119,763 07	1,750,671 65	630,908 58
Quebec	1,423,613 02	2,103,798 05	680,185 03
Montreal	30,187,533 50	41,056,421 03	10,868,887 53
Ottawa........	6,867,189 08	8,626,938 70	1,759,749 62
Kingston......	378,160 41	539,677 93	161,517 52
Belleville......	489,248 68	823,330 00	334,081 32
Toronto.......	38,808,648 24	50,080,478 07	11,271,829 83
Hamilton.....	7,260,949 36	11,437,879 48	4,176,930 12
London.......	9,369,087 17	11,514,952 14	2,145,864 97
Fort William..	368,226 03	782,855 90	414,629 87
Winnipeg......	3,088,401 04	4,706,649 94	1,618,248 90
Regina........	298,522 95	545,681 32	247,158 37
Saskatoon.....	157,889 58	329,211 58	171,322 00
Calgary.......	1,665,145 33	2,289,240 56	624,095 23
Edmonton	527,890 01	878,448 20	350,558 19
Vancouver....	7,307,827 67	12,111,116 15	4,803,288 48
Yukon........	81,952 53	148,976 70	67,024 17
Total.....	111,507,162 33	153,209,950 30	41,702,787 97

The National Revenue Review

The Minister's Christmas Greeting

TO all the Officers of the Department and to the members of their families, I extend most cordial Christmas Greetings and Best Wishes for the Coming Year.

Colin Gibson

December, 1940

Vol. XIV No. 3

Issued by Authority of the Minister of National Revenue, Ottawa, Canada

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UNIV
ONTO

A Message From The Minister

To the Officers of the Department of National Revenue:

Once again we enter upon a New Year facing the problems and burdens of a nation at war. Each of us has the responsibility of doing our utmost to aid in the struggle for freedom.

Many of our members are serving in our armed forces, and to them I extend greetings from us all, with best wishes for a speedy and safe return.

Those of us who are not called upon to undergo the rigours of active service, are none the less able to contribute to our national effort. Our part is not spectacular, but it is indispensable, assisting the Government, as it does, to finance the enormous expenditures necessary for war purposes.

The measure of our contribution will be determined by our efficiency in the performance of our duties, and I am confident that throughout the year every member will give generous and devoted service to aid in securing ultimate victory.

Colin Gibson

The National Revenue Review

Issued Every Month by the Department of National Revenue

J. Sydney Roe, Editor

Vol. XIV OTTAWA, DECEMBER, 1940 No. 3

Published in English and French. Subscription Price: $1 per annum in Canada, single copies, 10 cents each; other countries, $2 per annum, or 20 cents per single copy. Remittances, which may be made by Post Office or Express Orders, or Drafts, or Cheques, payable at par in Ottawa, should be addressed to the King's Printer, Government Printing Bureau, Ottawa, Canada.

The Season's Compliments

TO a troubled world, the season of Christmas comes once again. The roar of the guns and the shriek of bombs cannot drown the echoes of the "Angels Song" over the "little town of Bethlehem". By the friendly medium of the REVIEW, the three Commissioners, Mr. Scully, Mr. Sim and Mr. Elliott convey once more their good wishes for Christmas and the New Year to all officers of National Revenue. To many of us this war has brought additional responsibilities and these are being discharged faithfully and ably. To the good wishes of the Commissioners, the *Editor* adds his own for the thirteenth consecutive year. There'll always be a Christmas; remember that comforting and sustaining fact.

Santa Still in Active Service

WAR or no war Santa Claus will make his calls on good Canadian boys and girls this Christmas. His bulging pack will be larger than for many years. Nor is it filled entirely with toys made in his own workshops throughout the Dominion. Much is imported. For instance, during the first nine months of this year Canada imported toys to the value of $746,559. This compares with imports totalling $590,692 for the corresponding period last year, an increase of $155,867. The greater part of these toys, viz., $501,058 worth, came from the United States. However, other countries were well represented. Imports from Japan were valued at $145,523, an increase of $57,112; from the United Kingdom $92,951, increase $23,737; from France $2,149, increase $43; from Germany $1,531, decrease $59,731.

Metal mechanical toys, in keeping with the spirit of the times, bulked largest in the pack, imports of which for the nine months period were valued at $142,101. Of this total $106,957 came from the United States, while Japan supplied $19,558 worth and the United Kingdom $15,394. Metal juvenile construction sets were imported almost entirely from the United Kingdom to the value of $16,409.

Canada's doll population is mostly home-made. Indeed, this country's doll industry ranks with the best in the world. Its doll exports are many times larger than its imports, the respective values for the nine months period being $153,639 and $36,752. This latter amount includes $16,923 worth of dolls from the United States, $16,179 from Japan and $2,937 from the United Kingdom. Doll exports, however, went to the distant corners of the earth, the largest shipments going to Australia, totalling in value $51,648. Then followed British South Africa $47,262, Eire $23,461, the United Kingdom $2,221, Hong Kong $1,972, New Zealand $1,648, the United States $79.

Other toy exports were valued at $3,939, going largely to Australia. Both the doll and other toy exports, however, show substantial decreases compared with last year.

With the virtual disappearance of German-made toys from the Canadian Christmas trade this year, buyers have turned more to United States and home production. Canada and the United States have become the new home of many refugee artisans who have fled from Nazi dominated countries and, as a result, new industries have sprung up. Metal toys are to the fore. Toy tanks, guns, trucks and tractors have tended to replace the racing cars and trains that were buying favourites, and red cross nurses and aviators have moved in with the doll family.

Production methods especially for stamped metal toys have improved. The toy is now safer for the child—rolled edges as against the sharp metal edges of the German and Japanese products. During recent years the United States and Canadian toy manufacturers have built up a reputation for durable, saleable toys and these toys have largely replaced the demand for the cheap imported article. The German toy industry, primarily a domestic business centred in a few districts and relying upon home arts and handicrafts, began to decline with the regimentation of industry.

During the past few years Canada was a large toy producer, output during 1938 reaching a value of $1,882,140. This amount included: dolls $782,094, children's vehicles $487,201, rubber balls and balloons $239,533, games $154,440, dolls' furnishings $13,235, other toys $205,637.

This season which, aside from its sacred significance, is so closely associated with the giving of gifts, was not always so observed. In olden times gift-giving was a royal or at least, noble, prerogative, and only the genteel class gave or received Christmas presents.

According to history the English kings kept Christmas lavishly. They gave feasts which lasted until Twelfth Night, when everyone wore costumes, usually furnished by the king. Edward III staged tournaments in imitation of King Arthur and on one occasion ordered eighty buckram tunics in different colours for the knights to wear. It is recorded that his Christmas present one year to his daughter, Isabella, was a handsome ermine-trimmed robe.

As early as 1309 Richard II kept Christmas with a feast in Westminster Hall. It was no small affair for we read that every day no less than three hundred sheep and twenty-eight oxen were consumed. On this occasion Richard made himself a present of a 3,000 mark robe of gold, covered with pearls and other jewels.

When playing-cards came to England in the fifteenth century, they promptly became the principal Christmas game and on that one day all classes of people could play. At any other time of the year, however, only persons of rank were allowed to play cards. It was customary for the squire to give decks of cards to his poor tenants so that they might enjoy the regal game at Christmas. In those days, the king's gambling money was a regular part of the Christmas budget.

Under date of January 1, 1668, Samuel Pepys wrote in his famous diary, "Presented from Captain Beckford with a noble silver warming pan".

In modern times when the Christmas festival is so universally observed in free Christian countries, it is difficult to realize that at one time in the State of Massachusetts the observance of Chrismas was a punishable offence. The record of the General Court of Massachusetts, dated May 11, 1659, reads: "Whosoever shall be found observing any such day as Christmas or the like. . . .shall pay for every such offence five shillings as a fine. . . .". A deep rooted prejudice toward any observance of this holiday existed among the colonists, who boasted openly that none of the holidays of England had survived the passage of the Atlantic. The law which forbade the keeping of Christmas was repealed in 1681. But it was not until 1789 that a holiday was ordered in Boston schools on Christmas Day. From then on, Christmas celebrations steadily increased.

Even in the early Christian church, Christmas was not observed until the beginning of the fourth century. The earliest Chrismas sermon of which there is any record dates from this period. It was preached by Chrysostom in Antioch, the heathen city where "the disciples were first called Christians".

And so the children of Canada will not be forgotten and their merry laughter will lighten the load of many a troubled breast this Chrismas. Santa is still in active service.

A Popular Promotion

THE promotion of J. J. McGill to the responsible position of Chief Treasury Officer, Customs and Excise Divisions, is warmly approved by the staff, not only at headquarters but throughout the National Revenue Service. Jack McGill is widely and favourably known and he succeeds J. Alex Ross who retired recently. The position formerly known as that of Chief Accountant has been filled by men well-known in the Service. The *Editor* recalls some of these who have been his colleagues in the past thirty years. The names of R. R. Farrow, S. L. T. Frost, Colonel H. V. Rorke, and J. A. Ross recall many pleasurable recollections of daily association in years that are gone. Jack McGill, modest, unassuming and capable, is a worthy successor to the office. He joined the Service on July 1, 1902, coming from the County of Brant, then represented in the House of Commons by the late Hon. William Paterson, Minister of Customs. McGill was assigned to the Statistical Branch, then in process of being formed, and reported for duty to the late John A. Watson. Two years later, McGill was transferred to the Check Branch, then presided over by the late R. W. Breadner, Dominion Appraiser, and later Commissioner of Customs. In 1906 he joined the Accounts Branch and has remained there for the past thirty-four years. His promotion was slow but sure and he has charge of the branch, now largely expanded which he entered as a junior in the early years of this century. His promotion is not only deserved but welcomed by his many friends and colleagues.

Gifts to the Fighting Forces

BY Order in Council (P.C. 96/5724), dated October 17, 1940, authority was granted for entry free of duty and taxes of gifts for the personal use of the recipients, including tobacco but not including alcoholic beverages, forwarded from British, Allied or neutral countries to individuals on service in Canada under the Joint Air Training Plan, or on active service in Canada in the Royal Canadian Navy, Canadian Active Service Force, the Royal Canadian Air Force or the forces of any British or Allied country.

Collectors of Customs and Excise are, accordingly, instructed that imported goods coming within the category referred to above may be granted free entry, but they should satisfy themselves in each case respecting the bona fides of the recipient and the fact that the imported goods are actually donated to such individuals. It will be noted that this concession only applies to members of the fighting forces actually on active service, and it accordingly should not be extended to members of the non-permanent units.

With respect to donations of tobacco, free entry should only be granted in connection with 200 cigarettes, 50 cigars and two pounds manufactured tobacco in any one case.

Tariff Change by Order in Council

BY Order in Council (P.C. 6041), dated October 29, 1940, passed under the authority of Section 284, paragraphs (*k*) and (*m*) of the Customs Act, it is ordered that, until further ordered, methyl ethyl ketone, when imported for the purpose specified, be accorded the tariff treatment hereunder indicated:—

Methyl ethyl ketone imported by Canadian manufacturers under such regulations as the Minister may prescribe, for use exclusively as a solvent for polyvinyl chloride:—

British Preferential Tariff	Free
Intermediate Tariff	Free
General Tariff	25 p.c.

(To be designated as Tariff Item 833.)

The Order in Council referred to is effective on and after November 2, 1940, the date of publication in the *Canada Gazette*.

The Christmas Trees of Canada

THE gaily-lighted and decorated Christmas tree is the centre of family observance of this season in the homes of Canada. About it the laughing children romp and it carries the gifts of remembrance, more than ever prized in these dark and troubled days. So the *Editor* has put together a few notes on Christmas trees.

Christmas remained a season of plum pudding, holly, the wassail bowl, card playing and pantomime in England until the days of Queen Victoria. She introduced into England the popular custom of lighting a tree with candles and hanging presents on it. She loved gifts herself and always had a Christmas tree at Osborne for her children and grandchildren. She also had a tree with gifts for the children of the tenants of the estate. At the top of the tree was a beautiful doll, a prize for the girl voted "the best girl in school".

While the first mention of the use of a Christmas tree in England seems to have been in 1729, this method of celebrating did not become general until about 1840. Its origin is lost in antiquity. However, one authority regards it as coming from the union of two elements; the old Roman custom of decking houses with laurels and green trees of the Kalends in January, and the popular belief that every Christmas eve apple and other trees bore fruit. Sometimes Christ Himself was regarded as the tree of Paradise. The thought of Him as both the light of the world and the tree of life may at least have given a Christian meaning to the light-bearing tree and have helped to establish its popularity.

In Canada the business of supplying Christmas trees each season in answer to a growing demand from New York State and New England, in addition to our own provinces, is becoming increasingly profitable. Last year New York City alone took about 750,000 trees, while large shipments were made to Boston, Philadelphia, Cleveland, Detroit and Chicago. On the Pacific coast, the large cities as far south as Los Angeles now offer an attractive market for British Columbia trees. The Maritime Provinces, Quebec and British Columbia supply about five million trees, valued at between five and six hundred thousand dollars, for export each season. In addition to this export, about one million trees are sold to Canadians. The northern Canadian-grown trees are particularly prized by American buyers because of the Canadian tree's attractive form, bushy growth and dark green lustrous foliage. The bulk of the trees from the Maritimes and Quebec are balsam, fir and spruce, and from British Columbia, the Douglas fir. Recently there has been an increased demand for Scotch pine, especially in border cities adjoining Ontario.

Also, the supply, it seems, is unlimited. Until recently these small evergreens were cut from woodlands or old pasture lots close to towns, villages or other shipping centres. Now, however, choppers must go further afield. It has been estimated that an area of less than two hundred square miles would produce, in perpetuity, the number of Christmas trees now being harvested in Canada. This is significant in comparison with the area of farm woodlots alone, which amounts to almost 50,000 square miles. And behind this again, lie the vast Crown timber-lands with their untapped Christmas tree possibilities. Far more young evergreens are destroyed each year by fire or during logging operations than are cut for the Christmas trade.

The marketing of these young balsams has presented a problem. This marketing, however, is now being systematized. Trees are being graded as in the case of other forest products, and as the season is brief, they are handled almost like perishable commodities such as flowers and fruit. A sharp outlook is kept, also, on the exact requirements of the market; either too many or too few trees would be poor business. To-day about 375,000 Canadian farmers (eight per cent of the rural population) are members of co-operative marketing associations.

Looking at the financial side of this business, about half a million dollars a year is put into the pockets of Canadian lumbermen, jobbers and farmers. Many a small farm gleans an extra hundred dollars or so from its otherwise unfruitful wood-lots. Last year Nova Scotia shipped out about 500 carloads or about one million trees, while about a million and a half trees were shipped out by both New Brunswick and Quebec.

From Over the Border

ACCORDING to statistics furnished by the Department's collectors and sub-collectors, the Dominion's border ports, outports and preventive stations entered a total of 376,364 automobiles during the month of September for touring and other purposes. All these cars, with the exception of 77, came from the United States. During October last year the total number of cars entered was 472,887, a difference of 96,523. Cars entered for stays of 48 hours or less numbered 254,524 (299,863), for periods not exceeding 60 days, 118,905 (169,671), for periods over 60 days but not exceeding 6 months 116 (74); cars entered for purposes other than touring 2,819 (3,279).

Ontario entered 74,025 automobiles under 60-day touring permits. The principal point of entry in the province was Windsor where 19,452 sixty-day touring permits were issued. Fort Erie was a close second with a total of 19,378, and Niagara Falls third with 17,223. These were easily the three leading points of entry in Canada for automobile tourist traffic. Other important traffic totals for the province were: Sarnia 5,372, Lansdowne 5,124, Pigeon River 2,070, Sault Ste. Marie 1,286, Fort Frances 1,060. Fort Erie entered 61,706 United States cars for stays of 48 hours or less, Niagara Falls 58,361 cars and Windsor 38,712. The total number for the province of this type of traffic was 173,585 cars.

The province of Quebec entered 26,051 cars under 60-day touring permits, 16,266 for stays of 48 hours or less and 1,484 for purposes other than touring. Lacolle issued 6,622 sixty-day touring permits, Phillipsburg 4,883, Rock Island 3,132, Armstrong 1,639, Trout River 1,341, and Highwater 1,157.

Sixty-day touring permits issued at British Columbia's frontiers numbered 7,583, nearly half of which or 3,409, being issued at Pacific Highway. Victoria entered 932 cars under 60-day permits and Huntingdon 828. New Brunswick issued 7,338 sixty-day touring permits during September and also entered 54,894 cars for stays of 48 hours or less. St. Stephen entered 2,328 cars for extended periods and 34,118 for stays up to 48 hours. A total of 1,091 cars was entered for stays of two months through Woodstock Road.

The number of 60-day touring permits entered by the remaining provinces was as follows: Manitoba 1,585 (Emerson 1,176), Alberta 1,309, Saskatchewan 798, Nova Scotia 216.

United States cars were entered during September from every state in the Union. The largest number entered under 60-day touring permits was from the bordering state of New York totalling 31,930, while a total of 20,343 cars under sixty-day permits bore the licence plates of Michigan. Ohio and Vermont were each represented by 6,892 cars, Massachusetts by 6,384, Pennsylvania 6,366, Maine 6,202, Washington 5,515, Illinois 4,047, New Jersey 2,748, Minnesota 2,695, California 2,025, Connecticut 1,834, New Hampshire 1,715, Wisconsin 1,451, Indiana 1,445.

The smallest number of cars from any one state was from New Mexico numbering 26, with the second smallest number from Nevada numbering 42.

Seventy-seven automobiles were entered during the month, under 60-day touring permits, from countries other than the United States. One car was entered from France and one from the distant Philippine Islands. Two came from the United Kingdom. The other cars were apportioned as follows: Hawaii 28, Panama 13, Mexico and Alaska 8 each, Cuba 7, Newfoundland 3, Brazil and Puerto Rico 2 each, British West Indies, other, and Venezuela one each.

The number of Canadian automobiles cleared outward for touring purposes during September was reduced drastically compared with the same month a year ago, totals for the respective periods being 15,990 and 111,519, a difference of 95,529.

Canadian cars outward for stays of over 48 hours numbered 4,355. Of these Ontario cleared 1,714 cars, Quebec 1,106, British Columbia 902, Manitoba 412, Saskatchewan 85, New Brunswick 69, Alberta 67. The principal points of exit were: Pacific Highway, B.C., 492, Windsor 420, Lacolle, Que., 414, Emerson, Man., 382, Phillipsburg, Que., 343, Niagara Falls 295, Fort Erie 262, Sarnia 217.

At St. Hubert Air Harbour

INTERNATIONAL air traffic through the Customs Air Harbour, St. Hubert, Quebec, was substantially heavier during October this year than in October, 1939. A total of 410 aeroplanes inward and outward was handled, an increase of 116, while passengers numbered 3,139, an increase of 840, pieces of baggage carried 3,858, an increase of 1,024. Totals in detail for October, 1940, were as follows: aeroplanes inward 209, increase 57, outward 201, increase 59; passengers inward 1,505, increase 389, outward 1,634, increase 451; pieces of baggage inward 1,806, increase 375, outward 2,052, increase 649; express parcels inward 168, increase 97, outward 40, increase 23; bags of mail inward 584, increase 103, weight 5,525 pounds, increase 1,703, outward 562, increase 12, weight 4,002 pounds, increase 397.

The value of importations for the month was $819,104 as against $16,326 for October last year. Three flights inward and 3 outward were cancelled owing to weather conditions. This compares with 9 inward and 8 outward cancelled during October, 1939. Two tourist permits were issued.

Departmental Rulings

PORTABLE Pipe Threading Machine, manufactured by Oster Manufacturing Company, Cleveland, Ohio, at the present time is held to be of a class or kind made in Canada and dutiable at 25 per cent ad valorem, item 427, under the Canada-United States Trade Agreement.

Jar Ramming Power Stripping Machine, Type J.W.P., 20″ by 26″ by 8″, manufactured by International Molding Machine Company Limited, Chicago, Ill., at the present time is held to be of a class or kind not made in Canada and admissible at 10 per cent ad valorem, item 427a, under the Canada-United States Trade Agreement. Motor—Item 445g.

" Gruendler " Horizontal Batch Mixer, manufactured by Gruendler Crusher & Pulverizer Company, St. Louis, Mo., at the present time is held to be of a class or kind made in Canada and dutiable at 25 per cent ad valorem, item 427, under the Canada-United States Trade Agreement.

" Superior " Woodworker and Speedster, manufactured by Jones Superior Machine Company, Chicago, Ill., at the present time is held to be of a class or kind made in Canada and dutiable at 25 per cent ad valorem, item 427, under the Canada-United States Trade Agreement.

The saw blade for use with the above machine is of a class or kind made in Canada and dutiable at 27½ per cent ad valorem, item 431b, under the said Trade Agreement.

" Simmons " No. 2 Micro-Speed Turret Screw Machine, manufactured by Simmons Machine Tool Corporation, Albany, N.Y., at the present time is held to be of a class or kind not made in Canada and admissible at 10 per cent ad valorem, item 427a, under the Canada-United States Trade Agreement. Motor—Item 445g.

Changes in List of Customs-Excise Ports

Buctouche, N.B., an Outport and Warehousing Port under the survey of the Port of Chatham, N.B., closed as from the 1st December, 1940.

Richibucto, N.B., an Outport and Warehousing Port under the survey of the Port of Chatham, N.B., closed as from the 1st December, 1940.

Leadville, P.Q., a Preventive Station under the survey of the Port of Sutton, P.Q., closed as from the 16th November, 1940.

Main-a-Dieu, N.S., a Preventive Station under the survey of the Port of Sydney, N.S., closed as from November 1, 1940.

Turtle Mountain, Man., a Preventive Station under the survey of the Port of Brandon, Man., to be designated as " *Boissevain* ".

Production of Furs

THE value of Canada's raw fur production in the 12 months ended June 30, 1939, is now placed at $14,286,937 an increase over the preceding season of $1,090,583, or 8 per cent. The number of pelts of all kinds was 6,492,222, compared with 4,745,927 in the season 1937-38, muskrat and squirrel accounting for the greater part of the increase. The number of silver fox pelts produced in 1939 (319,693) was greater than in any previous season, but the average price ($17.71) was the lowest in the history of the industry, and the total value dropped to a figure below that of the preceding season ($5,660,722 in 1938-39; $6,183,522 in 1937-38). Silver fox fur held first place in order of value.

Canada was the chief source of supply in the imports into the United States in 1939 of furs of silver and black fox, badger, beaver, marten, fox (other than silver), muskrat, mink, otter, skunk, and lynx. The value of the silver and black fox pelts alone was $1,466,870 out of the total import valued at $2,468,164. Imports of silver and black fox furs into the United States for 1939 from Norway were valued at $770,280; from the United Kingdom $178,151; from Finland $17,685; and from Russia, $12,994.

Licensing of Imports of Wheat Products

THE regulations respecting the licensing of imports of wheat products have been amended to provide that small importations of biscuits and other wheat products not exceeding 100 pounds in any one shipment may be imported from the United Kingdom without a permit from the Canadian Wheat Board.

The Board advises that such importations will not be subject to the processing levy.

Importation and Exportation of Sugar

THE Sugar Administrator considers that, for the purposes of Sugar Control, sugar delivered as Ships Stores to vessels comes within the category of Exports and therefore, desires the following reports:—

(1) For all sugar delivered to non-resident owned vessels, copies in duplicate of the Form B prepared in accordance with Section 14 of the Instructions to Collectors, Page 48 in Memo. WM No. 2 Revised.

(2) A monthly statement in duplicate of all sugar delivered under Customs supervision to vessels owned and operated by Canadian residents, for which Forms B are not required. This statement to be forwarded at the end of each calendar month.

These reports are to be forwarded to The Sugar Administrator, Wartime Prices and Trade Board, 437 St. James Street West, Montreal.

Canal Traffic in October

TRAFFIC using the Canadian and United States Locks of the Sault Ste. Marie canals in October increased to 12,970,912 tons from 12,352,986 in October, 1939. Iron ore was the principal increase, the total being 10,867,066 tons as against 9,432,877. Wheat, other grains and bituminous coal were lower than last year.

Total traffic using the Welland Ship canal in October dropped to 1,491,183 tons from 1,748,144 in October, 1939. Traffic on the St. Lawrence canals amounted to 1,069,998 tons in comparison with 1,215,467. Wheat, barley, wood pulp, gasoline and bituminous coal were among the decreases.

Canada First

CANADA was the leading country in the world in the export of wheat in 1939, whereas in 1938 she occupied third place, Australia being first and the United States second.

Production of Gold

THE Canadian output of gold in August, 1940, established a new high monthly record, advancing to 466,223 ounces valued at $17,949,585 from 456,626 ounces at $17,580,101 in the previous month and 449,474 at $15,735,635 in August, 1939. Production during the eight months ended August aggregated 3,494,891 ounces valued at $134,553,303 as compared with 3,379,368 ounces worth $118,712,226 in the corresponding period of 1939.

Excise Duty Collections

COMPARATIVE statement of excise duty collections, in Canada, during the months of October, 1939, and October, 1940:—

October, 1940, spirits matured, $1,862,650; October, 1939, $805,176. October, 1940, spirits, unmatured, $80,832; October, 1939, $101,058. October, 1940, validation fee, $67,984; October, 1939, $52,989. October, 1940, malt, $1,400,791; October, 1939, $1,248,610. October, 1940, beer, $30,934; October, 1939, $30,451. October, 1940, malt syrup, $8,695; October, 1939, $8,217. October, 1940, cigars, $49,724; October, 1939, $39,194. October, 1940, cigarettes, $4,402,949; October, 1939, $3,559,110. October, 1940, manufactured tobacco, $878,947; October, 1939, $650,406. October, 1940, licences, $2.387; October, 1939 $183. October, 1940, Canadian raw leaf tobacco, $26,735. October, 1940, total, $8,812,632; October, 1939, $6,495,398.

Comparative statement of tobaccos, cigarettes and cigars entered for consumption, in Canada, during the months of October, 1939, and October, 1940:—

October, 1940, tobacco, cut, 2,119,076 pounds; October, 1939, 2,214,100 pounds. October, 1940, tobacco, plug, 281,704 pounds; October, 1939, 282,078 pounds. October, 1940, tobacco, snuff, 69,926 pounds; October, 1939, 82,356 pounds. October, 1940, cigarettes, number 747,063,787; October, 1939, number 706,229,673. October, 1940, cigars, number 16,735,513; October, 1939, 13,166,680. October, 1940, Canadian raw leaf tobacco, 267,357 pounds.

INCOME TAX COLLECTIONS BY DISTRICTS

Comparative Statement of Net Collections by Districts Received During the Months April to November Inclusive, of the Fiscal Years 1939-40 and 1940-41. (Decrease Marked *)

Districts	1939-40	1940-41	Increase or Decrease
Charlottetown	436,938 37	602,943 16	166,004 79
Halifax	1,772,972 82	3,123,439 20	1,350,466 38
Saint John	1,168,804 45	1,891,202 46	722,398 01
Quebec	1,529,410 22	2,273,103 36	743,693 14
Montreal	31,115,327 07	44,303,460 89	13,188,133 82
Ottawa	7,119,885 50	10,451,084 98	3,331,199 48
Kingston	412,401 96	585,836 74	173,434 78
Belleville	492,525 52	861,791 70	369,266 18
Toronto	39,621,110 30	52,673,349 77	13,052,239 47
Hamilton	7,527,988 93	12,239,838 45	4,711,849 52
London	9,537,736 31	12,158,688 25	2,620,951 94
Fort William	386,790 13	884,042 69	497,252 56
Winnipeg	3,183,619 98	5,122,430 01	1,938,810 03
Regina	306,308 86	619,425 11	313,116 25
Saskatoon	165,746 21	360,141 82	194,395 61
Calgary	1,712,137 18	2,540,956 87	828,819 69
Edmonton	545,030 88	983,569 76	438,538 88
Vancouver	8,175,577 60	13,001,329 77	4,825,752 17
Yukon	83,150 40	173,635 93	90,485 53
Total	115,293,462 69	164,850,270 92	49,556,808 23

HERE AND THERE

Many little incidents of human interest slip into the daily routine of a Customs-Excise officer. One such incident occurred recently at the Customs postal branch, Toronto, and was furnished the *Editor* by E. D. Lennie, Collector, who wrote:—

A gift that will be greatly appreciated and treasured by the recipients was recently mailed at the Customs postal branch at Toronto. It was from a twelve year old boy evacuee from England to his parents, and he had thought of the idea of having a recording made while he was playing the piano to show "Mummy and Daddy how well he was progressing with his music lessons". He was carrying a portable phonograph under his arm and he asked permission to play the record through to the officers on duty. First he spoke—"Hello Mummy, Hello Daddy, this is Michael . . .". Then followed the music of the piano.

A very useful gift recently passing through the branch for England was a heavyweight nightgown, together with sweater and slippers. Wrapped in these articles from Canada, the cold and damp of the winter season will be more endurable.

From the Customs postal branch, Winnipeg. E. W. Prowse, Superintendent, sends the following:—

Some amusing letters reach this office in response to demands for payment of duty and taxes, and I quote from one such letter written from the United States regarding War Exchange Tax applying on magazines—"We have no intention or inclination to buy Canada Revenue Stamps. It is not our intention to pay Canadian taxes; we have plenty of that sort of thing right here at home".

Mr. Prowse also states that last Christmas the most popular gift sent to soldiers was a carton of cigarettes. This, however, was refused by most of them due to the, for them, heavy rates of duty. This year, happily, the regulations provide free entry of cigarettes and tobacco for men on active service. The following conversation was overheard at the counter recently between a computing clerk and a soldier in the C.A.S.F., regarding the clearance of a carton of cigarettes: "It's lucky for you", said the computing clerk, "that you did not come in yesterday to clear this package, as we have just received a memorandum from the Department that exempts you boys from duty and tax".

"Well", replied the soldier, "all I can say is, if you had demanded duty on these cigarettes, you could b. . . . well have smoked them yourself."

A. M. Kennedy, Collector at Winnipeg, informs the Review that almost the entire Customs-Excise staff at Sprague, Manitoba, an outport under the survey of that port, has made the generous contribution towards Canada's war effort of forgoing its statutory leave for the present fiscal year.

This offer on the part of J. R. Gray, Sub-Collector, and four officers, was readily accepted by the Department not only on account of the saving in expenditures but because of the easing of the burden imposed upon the Department as regards supplying relieving officers during these war days. While at present many Customs-Excise officers are giving extra time to their work, this is the first instance where the staff of a port or outport has contributed its entire leave.

A United States businessman, to whom the Bureau of Statistics had applied for some special information, writes that the war has had an injurious effect upon his revenues. But he adds this postscript in big, fervent handwriting: "God Bless Canada—and England too."

Three hundred dollars of "conscience money" was received by the Department recently. The Inspector of Income Tax, Quebec, received, enclosed in an envelope addressed to him, six fifty dollar bills. The envelope also contained three blank forms T.1 for filing return of an individual, and two two-cent stamps and a special delivery stamp. The envelope which had been mailed at the up-town post office was sent by special messenger to the Inspector.

The money is placed to the credit of an "Unknown Taxpayer".

The following sprightly paragraph appeared in the *Vancouver Sun,* of November 21:—

" Speeding? I was on my way to pay Income Tax!"

Though it may not be laid down in the code, a magistrate apparently may take it as self-evident that no man is going to break any speed limits getting to the income tax office.

" Have you anything to say for yourself?" Magistrate Matheson asked the accused, charged with speeding, in police court.

" Your Worship, I was going to pay my income tax. Do you think I would have been speeding ", the defendant said.

Mr. Matheson cogitated briefly, weighing the unquestionable logic of the appeal. "Dismissed", he ruled.

HOW PUBLIC IS SERVED AT CHRISTMAS SEASON

At the Christmas and New Year season the inrush of parcels handled by the staffs of the Customs postal and express branches at ports throughout the length and breadth of the Dominion is greatly increased. However, the public is promptly and courteously served. To accomplish this task, the Collectors make timely provision. The following reports covering this seasonal activity was furnished the Review by Collectors at several of the larger ports:—

At Montreal

Arthur Laing, Collector of Customs and Excise, Montreal, submitted the following:—

The coming Christmas will not be like the Christmas of 1939 in so far as postal parcels and their origin are concerned. However, both here and abroad they will be expected with the same eagerness and received with gratitude.

Of the parcels sent from Canada, the most popular for our men under arms will no doubt be cigarettes and tobacco, which, under a recent British Government ruling, are exempt from duty. From overseas, along with the traditional plum puddings, we expect to handle thousands of gifts and many of them will contain souvenirs like, for instance, a piece of a German parachute, a strip of an enemy airplane wing, etc. If it is fairly easy to describe the type of parcels mailed from abroad, one cannot so easily foretell what our soldiers in Iceland, Newfoundland and elsewhere have in store for us.

At the Customs-Excise port of Montreal, we are ready to do our share in seeing that these tokens are handled in the most expeditious manner. To this end, the postal parcels branch remains open for the transaction of business until 6 p.m. from December 15 to January 3, inclusive. The staff will be augmented at the wickets and juniors will be used as parcel carriers. A similar arrangement will be in force at the express branch where officers drawn from other divisions will be called. As usual, we are assured of co-operation on the part of the Post Office and Railway Express officials who are eager to expedite the extra volume of business and to insure a prompt and efficient service.

At Toronto

Referring to the work at this season at the Customs postal and express branches, Toronto, under the superintendencies of S. G. Taylor and P. J. Barnett, respectively, E. D. Lennie, Collector, states that the Customs Sortation branch will be placed under the supervision of an experienced senior officer of this Branch, who, with additional clerks from this office when necessary, will complete each day's work consisting of sorting and eliminating the non-dutiable from the dutiable packages.

The sortation of British mail during the Christmas period is sometimes a problem as the time of arrival is most uncertain. Sometimes it arrives in the evening, either ahead or after the anticipated time, and as the postal authorities are always anxious to open the mail upon arrival in order to effect delivery before Christmas and to avoid congestion and delays, arrangements are always made with a number of clerks of the Branch to remain on call at their homes in case of such emergency.

The United States mails are quite heavy and it is expected this mail will be unusually large at Christmas.

The recording of the mail on E-19's has been greatly simplified by the use of two typewriter machines for this purpose. The Customs advice E-14 Special and the E-19 are completed at the same time which expedites the handling of the mail at this stage.

Arrangements are also made with the bonded carrier, the transfer company, for the use of their truck anytime during the Christmas season, day or night.

During this period no vacations are permitted, and every morning a number of officers are on hand early to assist in placing the parcels in the bunks after these parcels have been transferred to this office from the Sortation branch. It is also expected that the staff will be augmented by clerks drawn from other branches to assist in the receiving and handling of packages.

The usual arrangements have been made to handle the Christmas rush at the Canadian National and Canadian Pacific Express branches, Toronto.

All leave has been cancelled and the hours are being extended from 5.00 p.m. to 6.00 p.m., starting December 15, 1940, to January 2, 1941.

At Hamilton

Regarding the handling of parcels in the postal and express branches, Hamilton, during the Christmas rush, A. Ballentine, Collector, states that if found necessary, additional help will be provided in these branches, clerks being transferred temporarily from other branches not so busy at this season of the year. The postal branch will be open to the public until 6 p.m. each working day from December 15 to January 3. During the past three years, through the co-operation of Mr. W. M. MacLean, Postmaster here, this branch has been able to handle Christmas parcels more expeditiously, resulting in much improved service to the public.

Last year the Christmas business in the postal and express branches fell off considerably due to a large decrease in the number of parcels received from Great Britain, no doubt on account of the war conditions which prevailed. Most of the parcels contained inexpensive gifts, such as ties, handkerchiefs, heather and confectionery. Some plum puddings also were received but many were not in good condition.

At Winnipeg

A. M. Kennedy, Collector, informs the Review that every effort will be made to serve the public efficiently during the Christmas rush, and extra officers will be assigned as required. The Customs postal branch at Winnipeg will remain open late as usual from December 15 to January 3, inclusive.

The business at the express branch during the year has shown a steady increase both in number of packages received and collections made. The greater part of the express shipments at the Christmas season consist of usual merchandise required by merchants for the Christmas trade. There is also a large number of Christmas gifts, principally from the United States.

The express branch will be able to handle the Christmas rush with the existing staff and everything will be done to facilitate clearance of parcels in time for Christmas.

The staff at this branch is looking forward to the anticipated changes to be made in the lighting system and counter space.

At Vancouver

A. Carmichael, Collector at the port of Vancouver, reports as follows:—

The Customs parcel post branch which is under the supervision of Superintendent D. C. Darrach has arranged for the usual increase in the business anticipated in that branch at the Christmas season. The eight counter wickets are fully manned by the regular computing staff and two cashiers. The staff of this branch has been augmented by assistance drawn from other branches in order that the public may receive prompt and courteous service as in previous years.

During the last Christmas and New Year season, December 15, 1939, to January 5, 1940, the following dutiable packages were handled in this Branch—foreign packages received 5,940, British packages received 1,164, registered packages received 410, total 7,514—a slight decrease compared with the previous year. The above packages were covered by 498 B. 16 and B. 1 entries; the duty and taxes collected amounted to $10,148, the latter being a substantial increase over the previous year.

The Customs express branch, under the supervision of Superintendent A. J. Hopgood, is not usually affected to the same extent as the parcel post branch at the Christmas season. However, preparations have likewise been made in this branch to insure that business will be handled efficiently.

During the past Christmas and New Year season 3,329 packages were received at this branch, having a value of $77,031 on which the duty and taxes collected amounted to $13,445, about the same as the previous year.

While the Customs parcel post branch and the Customs express branch do not come into contact with parcels sent from this port by residents to relatives and friends on active service in the Old Land, it is apparent from the number of enquiries being received that such parcels will in many instances contain tea, sugar, butter and silk stockings, indicating that these articles are considered very desirable at this time.

PRODUCTION OF COAL AND COKE

Canadian mines produced 1,342,751 tons of coal during September compared with 1,385,438 a year ago, and the five year average for the month of 1,298,068 tons. Output during the nine months ending September aggregated 12,156,067 tons compared with 10,667,359 in the corresponding period of 1939.

Coke production in September amounted to 252,000 tons compared with 257,000 in August and 188,000 in September, 1939. The total for the first nine months of this year was 2,227,000 tons compared with 1,711,000 in the corresponding period of 1939.

Canada imported 2,074,840 tons of coal during September compared with 1,744,468 in September, 1939, while the average for the month during the past five years was 1,544,761 tons. Exports of Canadian coal amounted to 42,290 tons compared with 42.883 a year ago and the five year average of 34,439 tons.

Coal production in Canada during the first eight months of 1940 amounted to 10.800,000 tons compared with 9.200,000 tons in the corresponding period of 1939.

CANADA'S EXTERNAL TRADE

Canada's external trade in September, 1940, exclusive of gold, was valued at $189,065,024 compared with $208,195,431 in August, and $156,020,853 in September, 1939. Domestic exports in September this year were valued at $101,439,603, foreign exports $1,338,593. Domestic exports in August amounted to $110,548,017 and in September last year $81,461,185. Foreign exports in August totalled $811,556 and in September, 1939, $995,674.

Canada's imports in September were valued at $86,287,000 compared with $73,564,000 in September, 1939. During the nine months ended September, the value was $768,720,000 compared with $515,332,000 in the corresponding period of 1939.

Purchases from the United States in September were valued at $63,361,000 against $50,799,000 in September, 1939, while the imports from the United Kingdom totalled $11,162,000 compared with $9,253,000. Imports from Australia were valued at $1,609,000 against $955,000 from British India and Burma $1,156,000 against $742,000, Colombia $928,000 against $508,000, Straits Settlements $955,000 against $958,000.

Imports from other leading countries were as follows, with figures for September, 1939, in brackets: Ceylon $556,000 ($511,000); British Guiana $679,000 ($814,000); British West Indies $551,000 ($1,209,000); Fiji $405,000 ($387,000); Brazil $587,000 ($203,000); Japan $480,000 ($504,000); San Domingo $381,000 (nil).

BUTTER PRODUCTION IN OCTOBER

Creamery butter production in October last decreased approximately four per cent as compared with the October make of 1939 and decreased 14 per cent as compared with the output for the preceding month. During October 22·7 million pounds of butter were produced and during the ten months ending October, the output reached a total of 237 million pounds. The decrease in the October make occurred only in New Brunswick, Quebec and Alberta.

CANADA'S EXPORTS IN 1940

Canada's exports in the first ten months of 1940 are close to the billion dollar mark, the value being $963,907,029 as compared with $726,741,406 in the first ten months of 1939. Gold is not included.

The leading commodities were as follows, with the 1939 figures in brackets: newsprint $125,617,929 ($93,209,641), wheat $96,664,860 ($68,167,349), planks and boards $55,321,470 ($41,054,247), meats $51,275,853 ($27,518,463), wood pulp $49,876,520 ($23,632,674), automobiles and parts $41,204,560 ($21,232,502), fish $26,060,520 ($23,233,942), wheat flour $22,791,089 ($11,490,988), cheese $13,847,613 ($8,969,948), furs $12,195,890 ($12,093,674).

The October exports were valued at $102,998,115 as against $90,432,856 in October, 1939. Newsprint was the chief commodity followed by wheat. Gold is not included.

The principal items were as follows, with the 1939 figures in brackets: newsprint $13,128,199 ($12,029,581); wheat $8,058,757 ($12,304,220); planks and boards $7,148,513 ($6,035,417); automobiles and parts $7,065,376 ($578,599); wood pulp $5,379,245 ($3,260,926); meats $4,986,786 ($3,447,205); fish $2,915,348 ($3,494,742); wheat flour $2,588,191 ($1,408,874); cheese $2,172,172 ($2,544,046); furs $157,302 ($421,806).

Petroleum production in Canada during the first half of the current year amounted to 3,681,029 barrels compared with 3,371,283 barrels in the corresponding period of last year.

The output of Canada's sugar refining industry in 1939 amounted to 1,156,586,834 pounds, an increase of 113,124,220 pounds over 1938.

Vessels entered inwards at Canadian ports from the sea during the year ended March 31, 1940, totalled 30,648 with an aggregate tonnage of 33,523,965 tons.

PRODUCTION OF TOBACCO

Canadian tobacco production in 1940 will be the smallest since 1936. A total crop of less than 50 million pounds is indicated for 1940 compared with last year's record of 107·7 million. The reduction in the crop was the result of a much smaller acreage and an average yield per acre of all types only 62 per cent of last year's.

Although favourable harvesting and curing conditions during the past two months have offset to some extent the effects of a cold, wet growing season, extensive frost damage in the Norfolk district destroyed about 50 per cent of the Ontario flue-cured crop. This crop, now estimated at 24 million pounds, is of fair quality on the whole.

The drastic reduction in the flue-cured crop. together with smaller crops of burley and cigar leaf tobaccos and greatly reduced carry-overs from the 1939 crop, indicate a more favourable marketing situation than prevailed during the 1939-40 season although export possibilities are still unsettled.

MEAT PRODUCTS EXPORTS

The total value of the exports of products of the Canadian slaughtering and meat packing industry in 1939 was $44,300,379 compared with $43,593,843 in the preceding year. Bacon and hams, shoulders and sides made up the greater part of the exports, accounting for $32,656,049, or 74 per cent of the total. The United Kingdom took the bulk of the goods exported and the United States a large part of the remainder, the value of the meat and meat products exported to the United Kingdom being valued at $36,514,510, or 82 per cent of the total to all countries. The products exported to the United States were valued at $5,553,014, or 13 per cent of the total, while the remaining 5 per cent was distributed among various other countries, chiefly those of the British Empire.

NEWS AND COMMENT

OTTAWA: J. C. A. Bordeleau, who for the past three years has been Chief Inspector of Customs and Excise, has retired on superannuation. Mr. Bordeleau has had a long career in the Customs and Excise divisions, being first employed as Acting Sub-Collector at Victoriaville, Quebec, in December, 1901. He remained at Victoriaville until 1925 when he was promoted to be Assistant Inspector of Customs and Excise at Sherbrooke. In 1926 he was promoted to be Inspector of Customs and Excise and he remained in that position until June, 1937, when he was appointed Chief Inspector to fill the vacancy caused by the promotion of E. D. Lennie to be Collector at Toronto.

On the eve of his retirement, many of his friends of the Department met in the office of Mr. Scully, Commissioner of Customs, and the retiring official was presented with a diamond stick pin and a pair of silver vases for Mrs. Bordeleau. The presentation on behalf of the Inspection staff and other officers was made by Mr. Gordon Graham, Assistant Chief Inspector, and brief addresses referring to Mr. Bordeleau's long and valued career in this service were made by Mr. Sim, Commissioner of Excise, and Mr. Jackson, Assistant Commissioner of Customs.

OTTAWA: The sixth annual supper dance of the Department of National Revenue, organized by the Connaught Social Club, was held in the Quebec Suite of the Chateau Laurier, Friday, November 15. About one hundred guests were received by the Minister, Colonel the Honourable C. W. G. Gibson, K.C., and Mrs. Gibson, Commissioner of Customs H. D. Scully and Mrs. Scully, Commissioner of Excise D. Sim and Mrs. Sim.

The Committee on this occasion welcomed Mr. Ronald Sharpe of the Income Tax Division, and Mrs. Sharpe. The Port of Ottawa was represented by the party of Mr. Harold Wood, which also included Colonel G. D. Gillie, formerly of the Port of Cornwall and now stationed at Lansdowne Park.

MONTREAL: Substantial increases were recorded at all points in business transacted at both the express and postal branches, Montreal, during the month of October compared with October last year. At the express branch collections amounted to $327,477, an increase of $147,598, while packages received numbered 17,625, increase 1,474, entries 3,369, increase 671. Collections at the postal branch in October totalled $107,827, a gain of $47,337. The number of parcels received was 23,518, increase 3,217, parcels cleared 22,943, increase 3,113, entries 2,006, increase 365.

NIAGARA FALLS: While automobile tourist travel through the port of Niagara Falls during October dropped sharply compared with the same month last year, the decrease was principally in Canadian cars. United States cars entered under 60-day touring permits increased by 201 to a total of 8,141. The total number of automobiles handled inward and outward during the month was 95,410 as against 140,370 handled during October, 1939; passengers 327,154 compared with 540,949. Traffic totals in detail were: United States cars inward 42,320 (44,791), outward 41,818 (43,623); Canadian cars inward 5,595 (26,634), outward 5,677 (25,322); other vehicles inward 2,509 (2,338), outward 2,528 (2,307); United States cars entered for stays of 48 hours or less 34,166 (36,794); buses inward 1,385 (1,328), outward 1,382 (1,305).

TORONTO: Revenue collected at the Customs express branch, Toronto, during October, increased by $155,793, compared with the same month last year, to a total of $354,294. The number of packages handled dropped by 1,668 to a total of 18,960, while the number of entries increased by 444 to a total of 4,634. Collections at the postal branch amounted to $153,316, an increase of $92,061. Packages received numbered 29,507, decrease 2,860, packages delivered 34,922, increase 4,883, entries 3,313, increase 355.

Fifty-two United States aeroplanes, inward 38, outward 14, were cleared through the Customs airport. Passengers numbered 44, pieces of baggage 147. Twenty aeroplanes were remanifested on Ottawa for clearance.

During October last year, the number of aeroplanes handled was 28, passengers 40.

JUST AMONG OURSELVES

NOVEMBER-DECEMBER

ADDITIONS

NOVA SCOTIA

HALIFAX: W. A. Hayes, Customs Excise Clerk.

NEW BRUNSWICK

ST. STEPHEN: W. C. McCartney, Customs Excise Examiner.

ONTARIO

HAMILTON: Saul Feldman, Clerk, Grade 1; D. G. Hamon, Customs Excise Clerk; Thomas Nixon, Clerk, Grade 1.

SUDBURY: R. Pigeon, Customs Excise Examiner.

TORONTO: J. M. Bolger, Clerk, Grade 1.

MANITOBA

BRANDON (Boissevain): William Cove, Customs Excise Enforcement Officer.

EMERSON: J. B. Ashby, Customs Excise Examiner.

WINNIPEG: Robert Owen, Watchman.

ALBERTA

COUTTS T. R. Andrew, Customs Excise Examiner.

BRITISH COLUMBIA

VANCOUVER: J. G. C. Bolton, Office Boy; A. B. Peacock, Watchman.

ADMINISTRATIVE

S. A. L. Baines, Stenographer, Grade 1; W. O. Davis, Private Secretary; Anita Gauvreau, Stenographer, Grade 1; M. A. Morrison, Stenographer, Grade 1; F. D. Schieman, Typist, Grade 1; L. L. Smith, Typist, Grade 1.

AUDIT

ONTARIO

OTTAWA: O. C. Frood, Excise Tax Auditor, Grade 2.

QUEBEC

QUEBEC: L. G. Good, Excise Tax Auditor, Grade 2.

ALBERTA

EDMONTON: C. A. B. Studer, Excise Tax Auditor, Grade 2.

BRITISH COLUMBIA

VANCOUVER: H. G. Haddow, Excise Tax Auditor, Grade 2.

DEDUCTIONS

NOVA SCOTIA

HALIFAX: V. L. A. Hirtle, Clerk, Grade 1 (Resigned).

SYDNEY (Main-a-Dieu): David Lahey, Customs Excise Enforcement Officer (Deceased).

NEW BRUNSWICK

ST. STEPHEN: C. H. S. Wry, Customs Excise Examiner (Services terminated).

QUEBEC

QUEBEC (Levis): Aurele Gelly, Sub-Collector of Customs and Excise, Grade 2 Outport (Deceased).

ONTARIO

NIAGARA FALLS: G. W. Monroe, Customs Excise Examiner (Resigned).

TORONTO: W. J. Greene, Senior Customs Excise Examiner (Deceased).

WALKERVILLE: E. R. Balkwill, Clerk, Grade 1 (Resigned).

WINDSOR: A. E. Leggatt, Stenographer, Grade 2 (Retired).

ADMINISTRATIVE

C. C. Johnson, Stenographer, Grade 1 (Reassigned to another Department); M. S. H. Perrier, Stenographer, Grade 2 (Retired); M. B. Story, Stenographer, Grade 2 (Resigned); M. E. V. Sutherland, Stenographer, Grade 3 (Resigned).

INVESTIGATION—DRAWBACKS

ONTARIO

WINDSOR: C. A. Selby, Customs Excise Clerk (Resigned).

AUDIT

BRITISH COLUMBIA

VANCOUVER: E. A. Stout, Stenographer, Grade 1 (Resigned).

ONTARIO

TORONTO: G. C. Gibb, Office Boy (Resigned).

PROMOTIONS

QUEBEC

QUEBEC: J. N. H. Lacroix, from Customs Excise Clerk to Customs Express and Postal Cashier.

ONTARIO

HAMILTON: P. E. Fairbank, from Customs Excise Clerk to Express and Postal Computing Clerk.

OTTAWA: J. C. P. E. Pitre, from Customs Excise Examiner to Express and Postal Computing Clerk.

WEST TORONTO: P. H. Thompson, from Customs Appraiser, Grade 1, to Customs Appraiser, Grade 2.

MANITOBA

WINNIPEG: J. J. M. R. Bernier, from Customs Excise Examiner to Gauger.

ALBERTA

EDMONTON: J. B. Gallaher, from Customs Express and Postal Cashier to Computing Clerk.

Administrative

P. A. Gray, from Stenographer, Grade 1, to Stenographer, Grade 2; P. J. A. Rouleau, from Clerk, Grade 3, to Clerk, Grade 4.

Customs Inspector

Quebec

Quebec: M. J. M. Roiraud dit Laliberte, from Stenographer, Grade 1, to Stenographer, Grade 2.

PROMOTIONS AND TRANSFERS

Quebec

J. A. E. Duquette from Special Exciseman, Grade 2, at Montreal, P.Q., to Special Exciseman, Grade 3, Class "C" at Valleyfield, P.Q.

Ontario

L. E. Pye, from Sub-Collector of Customs and Excise, Grade 1 Outport, Ottawa (Carleton Place), Ont., to Express and Postal Computing Clerk, Ottawa, Ont.; Ernest Marinett, from Clerk, Grade 1, Toronto, Ont., to Customs Excise Examiner, Grade 1 Outport, Toronto (Barrie), Ont.

TRANSFERS

British Columbia

A. R. Burton, from Customs Excise Examiner, New Westminster (Boundary Bay), to Sub-Collector of Customs and Excise, Grade 1 Outport, Revelstoke (Vernon); A. F. Eddy, from Sub-Collector of Customs and Excise, Grade 1 Outport, Revelstoke (Vernon), to Customs Excise Examiner, New Westminster (Boundary Bay).

PETROLEUM AND NATURAL GAS

The Canadian output of crude petroleum and natural gasoline in August last amounted to 868,651 barrels as compared with 877,133 in July and 795,844 in August, 1939. Production during the eight months ended August aggregated 5,426,813 barrels compared with 5,066,251 in the corresponding period last year. Alberta's production in August totalled 844,751 barrels, made up of 840,047 from the Turner Valley field, 1,048 from the Red Coulee field, 1,173 from the Wainwright field and 2,483 from other sources. In the Turner Valley field two new wells were completed during the month. Natural gas production in August totalled 1,582,735,000 cubic feet as against 1,637,171,000 in July and 1,877,960,000 in August, 1939. The Canadian output during the eight months ending August aggregated 23,319,949,000 cubic feet compared with 22,842,304,000 in the same period of 1939.

CANNED FOOD PRODUCTION

Canned food production in Canada has shown constant expansion since the beginning of the 20th century. In 1900 the total value did not exceed $8,250,000 while in 1930 it had increased to more than $55,000,000, and by 1938, the latest year for which statistics are available, the gross value of production exceeded $78,477,000.

The principal commodities used in the canning industry are fish, fruits and vegetables, milk and meats, while the industry itself forms an adjunct of considerable importance to other industries, notably the tin can, wooden box and the paper and printing industries.

The development of the canned foods trade has affected great changes in the relation of foods to seasons. Fruits and vegetables of many kinds are to be had at all times of the year, not always with all the flavour of the freshly gathered product, but with much of their original freshness and flavour.

Producers in the country are provided with an enormously extended market, also the consumer in both city and country obtains cheap and wholesome food in great variety. The consumer is also protected by the Government inspection services.

CHEESE PRODUCTION IN OCTOBER

Cheese production increased approximately 23 per cent in October, 1940, as compared with October, 1939, and decreased 23·2 per cent as compared with the output for the preceding month. The October make was approximately 15·9 million pounds and the total for the ten months, January to October, amounted to 132·4 million pounds. The increase in the October make occurred in all provinces.

The output of Canadian newsprint during the first eight months of 1940 totalled 2,300,000 tons as against 1,800,000 tons in the corresponding period of 1939, a gain of nearly 27 per cent.

COMPARATIVE STATEMENT OF CUSTOMS AND EXCISE REVENUE RECEIVED DURING THE MONTH OF NOVEMBER, 1939 AND 1940

—	1939	1940	Increase	Decrease
	$ c.	$ c.	$ c.	$ c.
CUSTOMS DUTIES	10,993,757 14	12,735,348 57		
Less Refunds and Drawbacks	1,081,923 86	3,168,243 59		
Net	9,911,833 28	9,567,104 98	....	344,728 30
EXCISE TAXES	17,165,009 98	27,330,219 62		
Less Refunds and Drawbacks	349,556 62	434,009 62		
Net	16,815,453 36	26,896,210 00	10,080,756 64	..
EXCISE DUTIES	6,317,262 22	8,319,954 92		
Less Refunds and Drawbacks	324,555 61	47,003 75		
Net	5,992,706 61	8,272,951 17	2,280,244 56	....
SUNDRY COLLECTIONS	45,905 17	43,326 60		
Less Refunds	67 76	36 25		
Net	45,837 41	43,290 35	....	2,547 06
Net Totals	32,765,830 66	44,779,556 50	12,361,001 20	347,275 36
Net Increase	....	....	12,013,725 84	

TOTALS FOR EIGHT MONTHS

—	1939-40	1940-41	Increase	Decrease
	$ c.	$ c.	$ c.	$ c.
CUSTOMS DUTIES	70,166,679 65	94,110,157 32		
Less Refunds and Drawbacks	6,805,274 50	11,046,242 23		
Net	63,361,405 15	83,063,915 09	19,702,509 94	....
EXCISE TAXES	101,825,263 78	164,857,432 31		
Less Refunds and Drawbacks	2,605,949 30	2,853,421 42		
Net	99,219,314 48	162,004,010 89	62,784,696 41	....
EXCISE DUTIES	42,893,461 45	60,101,820 78		
Less Refunds and Drawbacks	649,943 22	825,961 96		
Net	42,243,518 23	59,275,858 82	17,032,340 59	....
SUNDRY COLLECTIONS	389,197 06	415,333 01		
Less Refunds	94 65	409 54		
Net	389,102 41	414,923 47	25,821 06	....
Net Totals	205,213,340 27	304,758,708 27	99,545,368 00	....
Net Increase	....	....	99,545,368 00	

COMPARATIVE STATEMENT OF INCOME TAX REVENUE RECEIVED DURING THE MONTH OF NOVEMBER, 1939 AND 1940

—	November, 1939	November, 1940	Increase	Decrease
	$ c.	$ c.	$ c.	$ c.
Net Collections	3,786,300 36	11,640,320 62	7,854,020 26	....

TOTALS FOR EIGHT MONTHS

—	1939-40	1940-41	Increase	Decrease
	$ c.	$ c.	$ c.	$ c.
Net Collections	115,293,462 69	164,850,270 92	49,556,808 23	....

Department of National Revenue

Minister of National Revenue
Col. the Honourable C. W. G. GIBSON, K.C.
Private Secretary, W. O. Davis

Commissioner of Customs, H. D. Scully
Commissioner of Excise, David Sim
Commissioner of Income Tax, C. F. Elliott, K.C.
Assistant Commissioner of Customs, L. F. Jackson
Assistant Commissioner of Excise, V. C. Nauman
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The
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J. Sydney Roe, Editor

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The Children "Carry On"

HON. Colin Gibson, Minister of National Revenue, has received from the pupils of Sharbot Lake School the sum of $12 which they have raised amongst themselves to be donated to a fund for the production of aircraft. Mr. L. A. Code, teacher of the school, states that even the very young realize how important aircraft production is to the Empire. The sum was turned over to the Minister of Finance for the purchase of aircraft.

Mr. Blair

FEW men in the public service were more widely and favourably known than the late Charles P. Blair, formerly Assistant Commissioner of Customs. At headquarters and at the various Customs-Excise ports and outports the news of his sudden death on December 23, after an apparently minor illness, caused grave concern and sorrow. He laughingly told his old-time friend, the *Editor*, who called at the hospital shortly before he died, that he would be home on the day before Christmas, and was bantering the surgeon about his golf game next summer. It was not to be. C. P. Blair was a fine type of civil servant, kindly, unassuming and of great ability. The years had dealt gently with him. The memory of this great gentleman will linger long in the service of which he was so distinguished an ornament. May the sod of Beechwood rest lightly on him.

New Collector at Windsor

THOMAS Clark, Inspector of Customs and Excise, Toronto, has been appointed Collector at the port of Windsor, Ontario. He entered the Customs service at Toronto in 1913 as preventive officer and was granted leave of absence in 1915 for military service which extended to the spring of 1919 when on returning to Canada he assumed the duties of computing clerk. In 1924 Mr. Clark was promoted to be Assistant Inspector of Customs and Excise at Toronto and received his promotion to Inspector eight years later. He succeeds A. H. Dalziel, superannuated.

Changes in Lists of Customs-Excise Ports

Tracadie, N.B., a Postal Collecting Station under the survey of the Port of Bathurst, N.B., closed as from January 1, 1941.

Notes on the Tourist Season

DURING the month of October a total of 303,266 United States automobiles crossed into Canada for touring and other purposes. This compares with 304,250 automobiles entered during October, 1939, a difference of just 984. Cars entered under 60-day touring permits numbered 71,728, a decrease of 6,066 compared with the previous October; entered for periods over 60 days but not exceeding six months 52, increase 4; for periods not exceeding 48 hours 228,506, increase 5,325; cars entered for purposes other than touring 2,980, decrease 247.

Through ports and outports of Ontario 41,333 cars were entered under 60-day touring permits. This was nearly 58 per cent of the total number entered. Quebec province entered 17,087 cars for periods of sixty days, British Columbia 6,053, New Brunswick 5,262, Manitoba 1,002, Saskatchewan 492, Alberta 424, Nova Scotia 75. Ontario also entered the largest number of cars for stays of 48 hours or less totalling 109,664, New Brunswick coming next with 92,572. Quebec entered 1,702 cars for purposes other than touring.

Windsor led all other ports of the Dominion in the number of cars entered under 60-day touring permits, totalling 14,203; Fort Erie was in second place with 9,916, and Niagara Falls third with 8,135. Other ports and outports entering a substantial number of automobiles for stays of 60 days were: Pacific Highway, B.C., 3,735, Lacolle, Que., 3,712, Sarnia, Ont., 3,489, Phillipsburg, Que., 3,341, Rock Island, Que., 2,130, Lansdowne, Ont., 2,100, St. Stephen, N.B., 1,266, Highwater, Que., 1,029.

Cars were entered from every state in the Union, the largest number coming from New York. From this state alone 19,478 cars were entered during October under 60-day touring permits. Michigan had the second largest representation with 13,878. Other states in the forefront were: Vermont 6,137, Maine 5,055, Washington 4,780, Massachusetts 3,662, Ohio 2,394, Pennsylvania 2,097, Illinois 1,714, California 1,693, New Hampshire 1,209, Minnesota 1,145, New Jersey 1,132. The smallest number of cars came from New Mexico, viz., 23, with Wyoming next with 24, followed by Nevada with 26. Southern states were well represented; 295 cars reporting from Florida, 33 from Alabama, 31 from Mississippi, 29 from Louisiana and 251 from Texas.

Seventy-four automobiles were entered during the month under sixty-day touring permits from countries other than the United States. One car came from the Netherlands East Indies, one from Hong Kong and another from the Philippine Islands. The remaining cars were allotted as follows: Hawaii 29, Panama 11, Mexico and Alaska 7 each, Cuba and Newfoundland 4 each, St. Pierre and Miquelon 2, Luxembourg, France, Switzerland, British Honduras, Guatemala, Netherlands West Indies, Venezuela, one each.

A total of 17,076 cars was cleared outward for touring purposes during the month of October. This compares with 91,056 cars cleared outward in October, 1939, showing a decrease of 73,980. Of the total reported outward in October, 1940, 4,283 cars were cleared for periods of over 48 hours: Ontario 1,988, Quebec 896, British Columbia 842, Manitoba 329, Saskatchewan 103, New Brunswick 85, Alberta 39, Nova Scotia 1.

The busiest point of exit for this type of traffic was Pacific Highway, B.C., where 626 cars were cleared outward for periods of more than 48 hours. At Windsor 480 cars reported outward for extended stays (1,678 for 48 hours); Fort Erie 411 (2,041 for 48 hours), Lacolle, Que., 369, Niagara Falls 347, Emerson, Man., 301, Sarnia, Ont., 281, Phillipsburg, Que., 265.

Export Licences—Gold Coin or Bullion

REFERRING to Departmental Memorandum Series D No. 2, and Supplements, setting forth the regulations, as amended, providing for the prohibition of the exportation of gold, whether in the form of coin or bullion, except under licence by the Minister of Finance, Collectors are advised that by Order in Council (P.C. 7246) of December 11, 1940, it is provided that these regulations shall remain in force until December 31, 1941, unless sooner rescinded by Order in Council.

Foreign Exchange Control Board

Collectors of Customs and Excise have been notified as follows:—

1. Effective on and after January 1, 1941, and unless exempted in Section 3, no resident of Canada shall be permitted to leave Canada for any purpose whether or not carrying any Canadian or foreign currency, travellers' cheques or other funds unless such resident holds one of the following permits:—

(*a*) An unexpired permit on Form H issued by a bank or special agent of the Board and he takes with him out of Canada Canadian or foreign cash and travellers' cheques not in excess of the amount stated in the permit. (The Form H is to be date stamped on each exit and is to be surrendered at the port of exit from Canada last used on the journey for which the permit was issued, which may be a return journey between two points in Canada through the United States.)

(*b*) An unexpired Special Border Permit issued by the Board and takes with him out of Canada funds not in excess of the amount authorized by the permit and is proceeding abroad for the purposes specified in the permit. (This permit is to be examined and returned after the examining officer is satisfied as to the identity of the holder.)

(*c*) An unexpired Special Business Travel Permit issued by the Board and takes with him out of Canada an amount of Canadian or foreign cash and travellers' cheques not in excess of the amount authorized in the permit. (This permit is to be surrendered at the port of exit and date stamped.)

(*d*) A Special Border Social Visit Application Card and the Collector is satisfied that the holder resides in a border community, is taking with him out of Canada not more than $5 in Canadian funds and is proceeding abroad for the purposes specified on the card. (This card is to be surrendered at the port of exit and date stamped.)

2. Cash or travellers' cheques carried by a permit holder in excess of the amount authorized shall be held by the Collector or under his direction, pending instructions as to disposal in Canada; otherwise the permit holder shall not be allowed to proceed abroad. Deposits so made shall be reported to the Foreign Exchange Control Board.

3. Exemptions: No permit is required in the following cases for the resident to leave Canada and to carry with him his own Canadian or foreign currency or travellers' cheques:—

(*a*) Uniformed members of the armed forces proceeding abroad on duty.

(*b*) A resident representative of another country on production of credentials or a member of his family who carries a certificate of exemption from registration under the National Registration Regulations, 1940.

(*c*) A resident under the age of sixteen years when travelling with a parent or guardian to whom a permit has been granted covering the travel of and the Canadian or foreign currency or travellers' cheques carried by both parties, or with a parent or guardian exempted under (*b*) above.

(*d*) A resident proceeding direct from Canada to a country in the sterling area or Newfoundland on a vessel which does not enter en route any port in a country outside Canada, Newfoundland or the sterling area, provided the traveller is not taking with him any foreign currency in the form of cash or travellers' cheques other than currency of any part of the sterling area.

4. The foregoing provisions are to be designated as sub-section (*b*) (vii) of Section 8 of the Instructions to Collectors of Customs and Excise in Memorandum WM No. 2, Revised. Supplement No. 6 to WM No. 2 Revised is cancelled effective on and after January 1, 1941.

Note: Prior to these provisions coming into force, Collectors should warn residents crossing the border without funds and without a permit that on and after January 1, 1941, a permit will be required in order to leave Canada even though no funds are being carried.

Regarding Excess Profits Tax

THE Board of Referees appointed under the Excess Profits Tax Act is now functioning. Herewith is the text of the Order in Council, dated November 16, 1940, which sets forth the powers and duties of the Board of Referees.

WHEREAS the Excess Profits Tax Act, 1940 (4 Geo. VI, Chapter 32), provides, by section 13 thereof, that "the Minister may appoint a Board of Referees to advise and aid him in exercising the powers conferred upon him under this Act, and such Board shall exercise the powers conferred on the Board by this Act and such other powers and duties as are assigned to it by the Governor in Council";

AND WHEREAS the Minister of National Revenue reports:—

That, on the first day of November, 1940, he duly appointed a Board of Referees for the purposes aforesaid, the said Board being composed of:—

The Honourable Mr. Justice William Henry Harrison, of the Supreme Court of New Brunswick, Chairman;
Mr. Kenneth W. Dalglish, C.A., of Montreal; and
Mr. Charles P. Fell, of Toronto.

That the said Board has been requested "to advise and aid" the Minister of National Revenue "in the exercise of the powers conferred upon him" under the said Act and related laws, in order that the Minister may, with greater certainty, be "satisfied" that the conditions referred to in Section 5 (*a*) and (*b*) pertaining to depressed industries and businesses with low profits, are present, in such degree, that the taxpayers concerned should not have their standard profits determined solely under the provisions of Section 2 (i);

NOW, THEREFORE, His Excellency the Governor General in Council, on the recommendation of the Minister of National Revenue and under the authority of Section 13 of the Excess Profits Tax Act, 1940, is pleased to assign and doth hereby assign to the said Board of Referees the following powers and duties:—

(*a*) To report to the Minister of National Revenue in furtherance of "the advice and aid" sought by him from it, when in the opinion of the Board an industry or a business as a class "was depressed" during the standard period as referred to in the said Act or when "the business of the taxpayer was for some reason peculiar to itself, abnormally depressed" during the said standard period "when compared with other businesses in the same class";

(*b*) To report to the Minister of National Revenue in furtherance of "the advice and aid" sought by him from time to time as to whether in any case or group of cases the taxpayer or taxpayers would not be justly and fairly dealt with if the standard profits as defined in Section 2 (i) were adopted for assessment purposes; provided, always, that any such case or cases were within the descriptions set forth in Section 5 of the said Act; and

(*c*) To determine, within the provisions of the said Act, the Standard Profits of any taxpayer or group of taxpayers that may be referred to it for consideration by the Minister of National Revenue.

What Visitors Think of Us

EXPRESSIONS of appreciation for courtesies received by United States automobile tourists while visiting Canada are contained in answers to questionnaires furnished tourists as they leave this country. The questionnaire covers such points as length of stay, time of year, places visited, accommodations found and courtesy received.

A party of motorists to Ontario and Quebec wrote in part: "We were well pleased with our trip in Ontario. The very best accommodations were made ready for us and the courtesy of the people we met could not have been improved on. The Parliament Buildings at Ottawa, Casa Loma at Toronto, the stream-lined railroad engines, the large farms and the excellent highways all impressed us very much. We found gravel roads fair in the Gaspe Peninsula, and we enjoyed our visit there immensely. Your officials, Customs, police, etc., contributed very much to our enjoyment."

A visitor to the western provinces wrote in part: "I recently received a printed form to fill out showing my impressions of the provinces I visited last year, but the form was too brief for me to say everything I wished. We entered British Columbia by way of Kingsgate and spent the first night at the S Half Diamond Ranch, Skookumchuck, B.C., the second night at

Banff, third and fourth nights at Calgary. My wife and I were impressed by the extreme courtesy of the immigration officers and were grateful that they permitted us to take our police dog into the province.

We are both fond of good food and we were surprised to find small shops along the highway serving marvelous food and we were delighted. That is something you do not get in the United States. It seems the extent of the average traveller in the States is an appetite for sandwiches and not for a good meal to be enjoyed by taking plenty of time to eat. The Postmaster at Nanton, Alberta, was very kind to us in helping to locate some relatives, and I sent him an unsolicited letter stating our impressions as soon as we returned home.

I can't say too much in praise of Canada and its people and I feel that we in the States could take lessons in graciousness and courtesy from your people. I'm afraid we have forgotten some of the really important things in our mad rush to make money."

Another traveller who, with several others, toured New Brunswick and Quebec, wrote: "From the time of entry at Edmunston, N.B., until our departure at Rouse's Point, we were met by most courteous and considerate treatment. The Inspectors at entry went out of their way to give us information and at departure trusted we had a pleasant trip. Accommodations and prices were fair and reasonable. We even made friends whom we have since entertained in Washington.

To United States eyes, I think the quaintness of certain Quebec customs is attractive. Montmorency Falls and the quiet dignity of the Duke of Kent's house impressed us. The beauty of the St. Lawrence and its tremendous commercial potentialities constantly came to my mind—and still do.

I am very glad to state how much we enjoyed our very short run into Canada and our hopes that we may be able to make a longer stay soon in the future. Your extremely attractive literature added much to the trip."

A visitor to Vancouver wrote recently: "I will say that my visit to Vancouver, B.C., and vicinity was of a most pleasant nature, in fact, to the extent of my having arrived at the conclusion that I would like living there; magnificent surroundings, climatic conditions favourable and I am certain a finer group of people could not be contacted elsewhere. Should conditions prove favourable, I would appreciate visiting the country lying between Prince George and Prince Rupert. I have been told of the grand mountains and beautiful lakes in that part of British Columbia."

And still another vacationer in Eastern Canada wrote: "In reply to your very friendly inquiry, I wish to tell you at the start, we have found everything in Canada so far just delightful. One delight we experienced on several previous short trips to Canada was the fact of clean hotels and tourist cabins, of a spirit of genuine friendliness and of friendly treatment at Gaspe, also at Quebec and Montreal hotels and by individuals directing us."

Further typical excerpts from recent letters were as follows: "I went by train to Chicago and then to Toronto, by bus to Muskoka Wharf, and by boats up to Keswick. This travel was varied and quite beautiful. I also visited the National Exhibition in Toronto and the Scarborough Bluffs, both of which were very much worth seeing.

I found police, officials and bus conductors very kind, attentive and helpful. I especially like the fact that people were not too much in a hurry to be polite and accommodating. Accommodations very good and not expensive and the food was excellent. Everything seemed more stable and conservative than in my own country, which really pleased me. I would be glad to visit Canada again. I have Canadian folders from many provinces, perhaps all of them."

"Everyone was most courteous to us, the accommodations were very good and the prices reasonable which means that if they stay that way more tourists will be glad to visit your beautiful country. We were impressed by the ancient city of Quebec, the Shrine, St. Lawrence River, Gaspe Peninsula, Prince Edward Island, Cape Breton Island, Cabot Trail, Nova Scotia and your good roads."

"We loved your city of Ottawa. We, in the United States hear much of Toronto, Montreal and Quebec but very little is heard about Ottawa. It was mainly through curiosity that we visited it and found it to be one of the world's finest cities."

When Canada Had Free Ports

REFERENCE was made in a former number of the REVIEW to certain free ports established in Ontario and Quebec by royal proclamation in 1860, copies of the proclamation being preserved in an old volume in the *Editor's* possession, entitled *Customs, Excise and Commercial Laws of Canada.*

The next year regulations to govern trade with the free port of Sault Ste. Marie were issued by the then Commissioner of Customs, R. S. M. Bouchette. These regulations read in part as follows:—

All vessels bound to or hailing from the free port of Sault Ste. Marie, or in any way frequenting the same, or any part, place or district thereunto attached by proclamation, shall be treated as vessels trading with a foreign port, and be, as such, subject to all the laws and regulations governing the trade and navigation of this province with foreign countries.

No goods, wares or merchandise shall be allowed to be imported into the said free port of Sault Ste. Marie, or into any part of the district or districts thereunto attached, or exported therefrom, being the produce or manufacture of Great Britain, or its possessions or of any foreign country, except in vessels of at least thirty tons burthen.

Parties desirous of exporting goods in bond to the said free port shall be allowed the privilege of sorting in bond the goods that may be required for the markets of the said free port; provided that no one package to be so made up for exportation to the said free port shall be of a value of less than $200, and that the same be so made up and sorted in the presence and under the inspection of the Collector, Appraiser or other proper officer of the port where the goods are so warehoused.

Vessels resorting to and trading within the limits of the free port aforesaid, the cargo of which consists in part of whiskey or other intoxicating liquors, shall give good and sufficient bonds, to be executed by the masters and owners of any such vessels respectively, in the sum of $200, the condition of which bond shall be that the owner, the master or the crew shall not directly or indirectly barter or trade or give any whiskey or other intoxicating liquors to the Indians living, found or trading within the limits of the said free port; and the owner, master or crew, so offending against this regulation shall not only forfeit the sum of two hundred dollars before named, but the vessel and cargo shall be liable to seizure and to the ordinary penalties imposed by law on persons selling to or supplying the Indians with spirituous liquors.

Excise Duty Collections

COMPARATIVE statement of Excise duty collections, in Canada, during the months of November, 1939, and November, 1940:—

November, 1940, spirits, matured, $1,816,690; November, 1939, $1,550,365. November, 1940, spirits, unmatured, $84,137; November, 1939, $75,739. November, 1940, validation fee, $68,591; November, 1939, $35,049. November, 1940, malt, $1,264,306; November, 1939, $956,323. November, 1940, beer, $17,086; November, 1939, $24,406. November, 1940, malt syrup, $8,535; November, 1939, $7,529. November, 1940, cigars, $52,300; November, 1939, $50,148. November, 1940, cigarettes, $4,154,240; November, 1939, $3,106,615. November, 1940, manufactured tobacco $825,439; November, 1939, $561,770. November, 1940, licences $1,615; November, 1939, $101. November, 1940, Canadian raw leaf tobacco, $24,770. November, 1940, totals $8,317,713; November, 1939, $6,368,048.

Comparative statement of tobaccos, cigarettes and cigars entered for consumption, in Canada, during the months of November, 1939, and November, 1940:—

November, 1940, tobacco, cut, 2,088,557 pounds; November, 1939, 1,968,544 pounds. November, 1940, tobacco, plug, 251,734 pounds; November, 1939, 267,234 pounds; November, 1940, tobacco, snuff, 55,800 pounds; November, 1939, 61,463 pounds. November, 1940, cigarettes, number 686,867,698; November, 1939, number 632,937,596; November, 1940, cigars, number 17,225,386; November, 1939, number 16,638,665. November, 1940, Canadian raw leaf tobacco 262,378 pounds.

National Parks' Visitors Exceed Million

CANADA'S national parks enjoyed their greatest summer tourist season in 1940 when a total of 1,041,360 persons visited the parks during the seven-month period ended October 31, compared with 875,774 in the corresponding period a year ago, an increase of 165,586. The only other year in which tourist travel to Canada's national parks exceeded a million was in 1937-38 when the attendance totalled 1,008,690.

Banff National Park, in the heart of the Rockies, continued to be the most popular of the parks, attracting a total of 224,807 visitors during the period under review, an increase of 47,834 over the seven months ended October 31, 1939. Travel to Jasper National Park, adjoining Banff on the north, reached unprecedented heights with a total of 90,054 visitors, an increase over the previous year of 68,016. This marked upswing in travel to Jasper is attributed to the opening of the new Banff-Jasper Highway, which provides a direct motor route between Banff and Jasper. Yoho National Park, adjoining Banff Park on the west, registered a marked gain with a total of 107,362 as against 60,039 in 1939, and Kootenay National Park, adjoining both Banff and Yoho, had 72,697 visitors compared with 62,063. The opening of the Big Bend Highway, which completes the western section of the Trans-Canada Highway and provides motorists from the Pacific Coast with a direct Canadian route to the Rockies, was a contributing factor to the increased travel to the mountain parks from the west, while the popularity of the all-paved route from the International Boundary through Waterton Lakes National Park to Banff is reflected in the increased travel through the east gate to Banff Park.

Waterton Lakes National Park, the Canadian section of the Waterton-Glacier International Peace Park, had 114,578 visitors compared with 108,527 in 1939, and the attendance at the most westerly of Canada's national parks, Mount Revelstoke, was maintained with 7,440 visitors. East of the mountain parks Elk Island National Park, famed as a wild animal reserve, attracted 49,087 persons.

Increased travel to the so-called prairie parks is also reported. Visitors to Prince Albert National Park in Saskatchewan numbered 30,090, an increase of almost 10 per cent, and at Riding Mountain National Park in Manitoba the attendance totalled 163,230, a gain of 33,384. Riding Mountain now ranks second only to Banff in popularity.

In Ontario, Point Pelee National Park, a small area of about six square miles, attracted a total of 93,761 visitors about one-third of whom came from the United States. Georgian Bay Islands National Park had 3,157 visitors, and St. Lawrence Islands National Park was visited by 16,600 persons.

Registrations in the museums maintained at Fort Anne National Park in New Brunswick and Fort Beausejour National Park in Nova Scotia totalled 5,782 and 7,314, respectively. Prince Edward Island National Park, officially opened in 1939, attracted 35,415 visitors, an increase of 5,740, and attendance at Cape Breton Highlands National Park was maintained with 19,086 persons visiting it.

Gold Production

THE Canadian gold production in September amounted to 440,450 ounces valued at $16,957,325 compared with 466,223 ounces at $17,949,585 in the previous month and 422,392 at $15,716,362 in September, 1939. Output during the nine months ending September aggregated 3,935,341 ounces and the value $151,510,628 compared with 3,801,760 ounces valued at $134,428,588 in the corresponding period of 1939.

HERE AND THERE

The little burying-ground which surrounds the old church of St. James, Anglican (erected 1817), at St. Johns, P.Q., has a little chapter of interesting history.

In this quiet spot—last resting place of soldier and civilian—amongst references to various military units probably connected with old Fort Lennox on Ile aux Nois, at the head of Lake Champlain, such as the 71st Highland Light Infantry, the 81st and 104th Regiments, the Royal Canadian Rifles and the 1st Battalion of Select and Embodied Militia, the two following inscriptions were found a few yards apart, viz:—

> Sacred to the memory of William Lindsay, late Collector of His Majesty's Customs, and lieutenant-Colonel of militia, who departed this life on the 22nd day of January, 1822, aged 85 years. He held the above positions for many years and discharged these duties with honour to himself, to the satisfaction of government and the public.
>
> In Memoriam. William Macrae, born at Montreal 20th January, 1785, died there 1st July, 1871, aged 86 years and 5 months. He was an officer of His Majesty's Customs for upwards of 61 years, during 48 of which he was Collector at the Port of St. Johns.

Evidently there was no Civil Service Commission in those days; no sword of Damocles threatening to fall and cut off their livings, but in calm serenity and presumably, effectively, they were allowed to end their days " in harness " both being upwards of 85 years of age.

Although the sport of ski-ing originated in Northern Europe, and at one time all skis were imported from there, Canadian skiers and visiting winter sportsmen are assured of an adequate supply of ski equipment. The closing of the foreign source of supply owing to the war need not affect Canadians as in recent years a progressive Canadian industry has been developed which manufactures ski equipment sufficient for domestic requirements as well as a surplus for export.

The modern ski has some three thousand years of interesting development behind it, but the first historical mention of skis dates from the sixth century. At that time, the Vikings were using " suski " or snowglide shoes, for winter travel. These ancient skis were short, wide boards, covered with sealskin to grip the snow and to make climbing easy, but for downhill travel they could have been little better than the snowshoes of today. Later, this difficulty was overcome by using one skin-covered ski or " andor " and one runner of polished wood, the skier balancing himself on the runner with the aid of a long heavy pole for the descents. The next improvement was the use of two wooden runners, but the early patterns of this type were turned up at both ends so that, if one point were broken, the ski could be reversed—the Norseman's equivalent of the modern spare tire.

Nowadays, skis are made in several patterns to meet special uses, such as jumping, racing, or general purposes. The favourite materials used in making them are hickory, ash, maple and birch, all of which have the qualities of toughness, flexibility, and hardness in varying degrees and combinations. Hickory, for example, makes a strong hard-wearing but rather heavy ski, ash makes a relatively light ski, while maple skis are reputed to be very fast.

Experiments in making a laminated ski composed of layers of different kinds of wood glued together in order to produce a stronger, more efficient ski with less waste of material were conducted by the Forest Products Laboratories of Canada as far back as 1924. Although there have been many improvements in laminated skis since that time, the basic principle has been proved sound and skis of this type are becoming increasingly popular

---

Under the heading " Moonshining in Old Days ", the *Halifax Herald* said recently:—

Even low liquor prices and open bars were not enough to satisfy some folk in the old days. Moonshining occurred and law officers had no easy life, as is shown by the following incident reported from Antigonish in November. 1888.

> A brutal assault was committed Sunday morning on Norman McDonald of Addington Forks, an officer of inland revenue. A few days ago Mr. McDonald captured some apparatus used in illicit distilling and brought it to his home. Sunday morning between 12 and 1 o'clock a number of masked men quietly entered his house and began to assault him in his bed. His sons were aroused by the disturbance, but as men were posted at every door they could not come to their father's assistance. After inflicting some very serious wounds on Mr. McDonald they departed, taking the apparatus with them.

Vast Waterway Linked by Canals
Historical Review from Former to Later Years

The story of Canada's trade and revenue has always been closely linked with her system of canals, a system that to-day comprises 1,594 miles of waterways and 117 miles of actual canal construction. The story has its beginning as far back as 1700 when, under the French régime, a canal one mile long, 12 feet wide and 18 inches deep was partly constructed around the Lachine Rapids on the St. Lawrence. Lack of funds prevented its completion.

The first canal to be opened in any of the provinces which to-day comprise the Dominion of Canada was the Coteau-du-Lac on the St. Lawrence water route, a passageway 900 feet long, 7 feet broad, 2½ feet deep, and equipped with 3 locks. It was completed in 1780. Two years later another canal 400 feet long by 6 wide and with 1 lock was opened above Cascades Point on the St. Lawrence. Two other passages each 200 feet in length completed a series of 4 canals built to overcome the rapids at the Cascades, which rapids were surmounted in 1845 by one canal with 9 locks, the Beauharnois. Several of the old waterways were built by the British mainly for military purposes, although bateaux carrying from 30 to 40 barrels of flour could pass through them. A toll of 20 shillings for each boat was charged except for those of the King which passed free. About 260 boats a year used the canals.

In 1801 the Northwest Company built a canal ½ mile long and provided with 1 lock at Sault Ste. Marie to accommodate their fur boats. This canal was rebuilt in 1855 and again in 1895. The excavation of a channel around the Lachine Rapids which was first attempted in 1700 was not accomplished until 1824, when a canal 8 miles and a half long, 48 feet wide at water surface, equipped with 7 locks, and costing £109,601 was completed. The Lachine Canal was enlarged in 1848 and again in 1871.

For Military Purposes

The Rideau Canal from Ottawa to Kingston, 126 miles long, was opened in 1832. This waterway was built for military purposes by the British government, Lieutenant-Colonel John By, of the Royal Engineers, was appointed to superintend the work. The 47 locks of the Rideau each measure 134 feet by 33 feet and have a 5-foot depth of water.

One year after the completion of the Rideau Canal the Welland was opened. This canal was rebuilt in 1850 and again in 1881. After the latter reconstruction the locks measured 270 feet by 45 with 12 feet of water on the sills; this was later increased to 14 feet. The new Welland Ship canal, whose lock gates were first opened in April, 1930, has eight locks of minimum dimensions of 859 feet long, 80 feet wide and 30 feet deep.

In 1839 a lock was built at St. Ours, Quebec, and the year 1843 saw the completion of the St. Anne Lock at the junction of the St. Lawrence and Ottawa rivers, the Chambly, a canal 12 miles long and equipped with 9 locks connecting Chambly with St. Johns, Quebec, and the 11 miles long canal at Cornwall with 6 locks, circumnavigating the tumultuous Long Sault Rapids.

The St. Anne lock completed the open waterway of the Ottawa River where for military reasons the British government had constructed the Carillon Canal with 2 locks 27 miles up the river and a few miles farther on the Grenville Canal which is nearly 6 miles long and has 5 locks.

The Williamsburg Canals, built in 1847 to overcome the swift waters of the St. Lawrence between Dickinson's Landing and Cardinal, consist of Farran's Point, Rapide Plat and Galops canals. Several short channels less than a mile in length were cut after this date, such as St. Peters, from St. Peter's Bay to Bras d'Or lakes, Cape Breton, N.S., Murray Bay Canal from the Bay of Quinte to Lake Ontario, opened in 1890, and the St. Andrews on the Red River, 15 miles north of Winnipeg, but the only large new channel to be made reached from Cascades Point to Coteau Landing on the St. Lawrence, known as the Soulanges, which is 14 miles long, and has 5 locks. This canal was built to supersede the old Beauharnois.

THE TRENT

The Trent canals, originally intended to open a more direct communication between Lake Huron and Lake Ontario, were never completed. However in 1907 the Canadian government decided to proceed further with the work, and the canal was completed from Trenton to Peterborough, a distance of 89 miles, with 18 locks, and from there to the head of Lake Conchiching, a distance of 114 miles, with 23 locks. The 30-mile stretch from Sturgeon Lake to Port Perry has 1 lock. At both Peterborough and Kirkfield the canal is equipped with a hydraulic lift lock, capable of lifting large vessels a distance of 65 feet and 54 feet respectively.

Revenue from Tolls

Revenue from the tolls on the St. Lawrence canals in 1800 reached about £600, having more than doubled in five years. A schedule of tolls exacted in 1850 for use of canals from Lake Erie to Lake Champlain, comprising the Welland, St. Lawrence and Chambly canals and St. Ours lock, gives the following:—

Steamboats and other vessels per ton measurement—3d.

Passengers of or over 21 years—1s.

Bricks, sand, salt, coal, vegetables, etc., per ton weight—2s. 6d.

Grain, hay, cattle, scrap iron, etc., per ton weight—3s. 6d.

Meats, dairy products, fish, carts, liquors, glass, etc., per ton weight—4s. 10½d.

All other goods and merchandise, not enumerated, per ton weight—7s. 10½d.

Timber of all kinds had a special schedule. In 1860 tolls were abolished on the St. Lawrence, Rideau, Carillon, Grenville and Burlington Bay canals and St. Anne's Lock. However in 1863 tolls on these canals were again imposed, although in a modified form. In the latter year the net revenue from tolls amounted to $150,500. At the time of Confederation, 1867, the net revenue from tolls amounted to $296,391. Tolls were abolished on all government canals in 1904.

FACTS AND FIGURES REGARDING TRADE

A further marked increase was recorded in the value of Canada's domestic exports in November, 1940, reaching a higher point than in any other month in the past decade. The total in the latest month was $117,456,608 compared with $102,998,115 in the previous month and $97,163,176 in November, 1939.

Domestic exports during the eleven months ended November aggregated $1,081,337,929 compared with $823,904,582 in the like period of 1939, a gain of $257,433,347. Gold is not included in any of the foregoing figures.

Foreign exports in November amounted to $951,979 compared with $1,327,190 in November, 1939, while the total for the eleven months ended November was $12,173,759 compared with $10,044,403 a year ago.

The principal items of export were as follows, with figures for 1939 in brackets: agricultural products $22,321,000 ($28,822,000); animal products $17,279,000 ($13,835,000); planks and boards $6,766,000 ($3,805,000): newsprint $13,348,000 ($11,232,000); iron and products $16,213,000 ($5,679,000); non-ferrous metals, excluding gold $17,102,000 ($17,668,000).

Some of the principal domestic exports in detail in November were as follows, with November, 1939, figures in brackets: wheat $13,547,448 ($14,842,030); wheat flour $2,343,993 $1,847,100); fish, $2,137,107 ($2,860,873); meats, $8,905,599 ($4,517,329); cheese, $1,306,163 ($2,754,548); planks and boards, $6,766,112 ($3,805,012); wood pulp, $5,667,105 ($3,435,729); newsprint, $13,348,025 ($11,232,352); automobiles and parts, $10,448,652 ($2,124,889).

Domestic exports to the United Kingdom amounted to $52,733,000 as compared with $30,023,000 in 1939 and to the United States exports were valued at $43,959,000 as against $45,201,000 last year.

Imports from Leading Countries

Canada's imports in October, 1940, excluding gold, were valued at $108,645,000 in comparison with $79,053,000 in October, 1939. During the ten months ending October, the value was $877,365,000 as against $594,385,000 in the corresponding period of 1939. Imports from both Empire and foreign countries showed expansion in the two periods.

October imports from the United States were valued at $74,349,000 as against $60,444,000 in October, 1939, from the United Kingdom $15,176,000 as against $5,777,000, from the Straits Settlements $4,939,000 as against $2.309,000. Australia $1,791,000 against $853.000, Colombia $1,221,000 against $210.000, and British Guiana $1,199,000 against $707,000.

Imports from other leading countries were as follows, with figures for October, 1939, in brackets: British South Africa, $637,000 ($1,034,000); British India with Burma, $737,000 ($704,000), British West Indies $876,000 ($864,000); New Zealand $756.000 ($241.000); Argentina $595.000 ($399.000); Brazil $703.000 ($87.000); Japan $630,000 ($354.000); San Domingo $732,000 (nil).

Leading commodities imported during the month were as follows, 1939, figures being in brackets: rubber $6,170,000 ($2,604,000); sugar $3,581,000 ($2.688,000); cotton $3,027,000 ($4.426.000); wool $2,897,000 ($1,138,000); wood and paper $3.320,000 ($3,582,000); rolling mill products $6,124,000 ($4,935,000); machinery except agricultural $7,496,000 ($4.374,000); automobiles and parts $7.164,000 ($3.805,000); electric apparatus $2,078.000 ($1.503.000); coal $4,023,000 ($4,171.000); petroleum products $7.326,000 ($6.766,000); chemicals $4,927,000 ($5,011,000).

Nearly eight million dozen of Canadian eggs were exported during the first nine months of 1940, principally to the United Kingdom. In the corresponding nine months of 1939 exports of eggs amounted to 703,000 dozen.

PRODUCTION OF IRON AND STEEL

Canadian steel furnaces established a new record at 185,091 tons in October, 1940. Production of pig-iron in October totalled 109,385 tons compared with 105,020 in September and 85,758 in October, 1939, and was the highest on record except for the 112,528 tons reported for August, 1929.

Output of ferro-alloys in October amounted to 15,016 tons as against 13,147 tons in September and 6,357 in October, 1939. Production of steel ingots and steel castings totalled 185,091 tons compared with 164,515 in September and 149,890 in October a year ago. The cumulative output of steel for the first ten months of last year amounted to 1,649,639 tons as compared with 1,087,583 made during the same period of 1939.

ASBESTOS PRODUCTION IN 1939

Production of primary asbestos during 1939 including all grades, totalled 364,472 short tons valued at $15,859,212 compared with 289,793 short tons at $12,890,195 in 1938. The value of sales in 1939 was the highest ever recorded and the tonnage shipped was surpassed only by that in 1937.

The total value of Canadian asbestos exports in 1939 totalled $15,844,703 compared with $13,316,558 in 1938.

INCOME TAX COLLECTIONS BY DISTRICTS

Comparative statement of net collections by districts received during the months April to December inclusive, of the fiscal years 1939-40 and 1940-41. (Decrease marked*.)

Districts	1939-40	1940-41	Increase or Decrease
	$ c.	$ c.	$ c.
Charlottetown	459,192 21	671,686 78	212,494 57
Halifax	1,847,794 87	3,257,532 76	1,409,737 89
Saint John....	1,196,845 81	1,980,868 91	784,023 10
Quebec	1,566,501 09	2,395,506 66	829,005 57
Montreal	31,957,610 43	46,039,850 96	14,082,240 53
Ottawa	7,379,673 80	11,084,258 26	3,704,584 46
Kingston......	426,106 23	832,389 86	406,283 63
Belleville......	506,252 83	882,449 40	376,196 57
Toronto.......	40,657,633 44	54,961,633 25	14,303,999 81
Hamilton ...	7,785,280 06	12,875,769 33	5,090,489 27
London...	9,661,191 58	12,606,423 30	2,945,231 72
Fort William..	401,676 55	978,142 65	576,466 10
Winnipeg......	3,393,033 81	5,903,831 52	2,510,797 71
Regina........	318,469 93	687,398 65	368,928 72
Saskatoon.....	175,111 05	394,320 06	219,209 01
Calgary.......	1,804,493 06	2,697,815 45	893,322 39
Edmonton	566,370 32	1,067,930 96	501,560 64
Vancouver....	8,441,061 53	14,049,022 98	5,607,961 45
Yukon........	84,341 96	181,171 10	96,829 14
Total.....	118,628,640 56	173,548,002 84	54,919,362 28

NEWS AND COMMENT

TORONTO: Business transacted at the Customs express branch, Toronto, increased at all points during the month of November compared with November, 1939. Collections amounted to $376,242, an increase of $171,443, while packages received numbered 19,036, increase 1,458, entries 4,737, increase 697. At the Customs postal branch, collections totalled $112,961, increase $37,328, packages received 33,387, decrease 2,040, packages delivered 30,933, decrease 1,019, entries 2,796, decrease 124.

Thirty-nine aeroplanes inward and outward were cleared through the Customs air harbour at Toronto during November. Of these 35 were United States planes and 4 were Canadian. Passengers numbered 34, pieces of baggage 107. During November, 1939, the number of aeroplanes handled was 32, passengers 37.

NIAGARA FALLS: Automobiles inward and outward through the port of Niagara Falls during November numbered 73,038 as against 117,659 for the same month a year ago. Passengers for the respective periods totalled 254,057 and 446,435. Totals in detail were: United States cars inward 30,384 (34,057), outward 29,962 (34,050); Canadian cars inward 6,349 (24,921), outward 6,343 (24,631). Other vehicles handled during the month numbered 4,367 (3,712).

United States automobiles entered under sixty-day touring permits during November numbered 4,431 compared with 4,481 entered during November, 1939. United States cars entered for stays of 48 hours or less numbered 25,960 compared with 29,732. Buses inward numbered 1,057 (997), outward 1,048 (992).

MONTREAL: Three hundred and fifty-five aeroplanes inward and outward, carrying in all 2,389 passengers and 2,995 pieces of baggage, were cleared through the Customs Air Harbour, St. Hubert, Quebec, during the month of November last. Compared with November, 1939, these totals represent increases of 65 in the number of planes, 446 in the number of passengers and 574 in pieces of baggage carried. Totals in detail for November, 1940, showing comparison with the same month a year ago, were as follows:—

Aeroplanes inward 177, increase 33, outward 178, increase 32; passengers inward 1,155, increase 238, outward 1,234, increase 208; pieces of baggage inward 1,473, increase 321, outward 1,522, increase 253; express parcels inward 196, increase 117, outward 70, increase 54; bags of mail inward 463, decrease 28, outward 469, decrease 71.

The value of importations during November was $266,979 compared with $5,941 for November, 1939. Eleven flights inward and 11 outward were cancelled during the month owing to weather conditions. This compares with 2 inward and 2 outward cancelled during the same month a year ago.

Collections of Customs-Excise revenue at the port of Montreal in November last totalled $15,217,047, thus setting a new all-time high record for any port in the history of the Dominion. The gain over the preceding month, which was also the previous record at $15,163,494, was only $53,553 but was achieved in spite of the fact there was one less business day in November than in October last year.

Still a further record was broken in that on November 30 receipts at $2,583,275 were the heaviest for a half-day in history and the aggregate was close to the record level for a full day, set on October 31, when $2,685,908 was collected.

Here are collections by months since the beginning of 1938:—

	1940 $	1939 $	1938 $
Jan..	9,749,980	6,851,440	7,246,406
Feb.. .. .	8,448,913	6,346,764	6,862,986
Mar.	9,349,524	7,173,792	7,627,085
Apr..	10,783,964	6,825,972	8,352,333
May.	13,198,248	9,726,807	9,169,744
June.	10,857,321	8,645,623	9,348,780
July.	14,244,682	8,414,747	8,609,809
Aug..	12,685,368	8,755,204	9,124,422
Sept.	12,356,446	10,023,909	8,721,515
Oct..	15,163,456	11,122,056	9,420,756
Nov.	15,217,047	11,396,928	9,449,538
Dec..	....	9,256,407	7,635,656
Totals ..	....	104,741,649	101,569,038

JUST AMONG OURSELVES

DECEMBER-JANUARY

ADDITIONS

ONTARIO

NORTH BAY: H. R. Creighton, Customs Excise Clerk.

OTTAWA: R. J. McGregor, Customs Excise Clerk.

TORONTO: J. R. Deasy, Clerk, Grade 1; E. F. Fennell, Clerk, Grade 1; L. Fisher, Customs Truckman; G. E. Stevens, Clerk, Grade 1.

MANITOBA

WINNIPEG: H. V. Johnson, Office Boy.

SASKATCHEWAN

REGINA: W. A. Fahlman, Clerk, Grade 1; Arthur Kohlruss, Clerk, Grade 1.

ADMINISTRATIVE

M. O. Burdett, Stenographer, Grade 1; J. L. Gibb, Stenographer, Grade 1; A. A. Graham, Clerk, Grade 1; C. Munro, Stenographer, Grade 1; A. J. O'Neill, Clerk, Grade 1; David Scott, Clerk, Grade 1.

AUDIT

ALBERTA

CALGARY: D. G. Gaetz, Excise Tax Auditor, Grade 2.

DEDUCTIONS

NOVA SCOTIA

HALIFAX: A. M. O'Brien, Customs Excise Account Clerk, Grade 5 Port (Retired).

HALIFAX (Sheet Harbour): Robert Hall, Sub-Collector of Customs and Excise (Limited Service Outport) (Retired).

QUEBEC

HULL: E. Laverdure, Customs Excise Examiner (Deceased).

MONTREAL: J. A. Hammond, Office Boy (Resigned); A. Sabourin, Customs Excise Examiner (Resigned).

ONTARIO

FORT WILLIAM: Robt. Strang, Express & Postal Computing Clerk (Deceased).

TORONTO: G. W. Carson, Customs Excise Examiner (Retired); J. A. McDougall, Stenographer, Grade 2 (Resigned); C. C. Pridham, Gauger (Retired).

BRITISH COLUMBIA

VANCOUVER: Joseph Smith, Customs Appraiser, Grade 3 (Retired).

ADMINISTRATIVE

William Arnott, Clerk, Grade 1 (Reassigned to another Department);

M. E. E. Mackell, Stenographer, Grade 3 (Resigned); F. D. Schierman, Typist, Grade 1 (Services terminated).

AUDIT

QUEBEC

MONTREAL: J. H. Ross, Excise Tax Auditor, Grade 2 (Deceased).

ALBERTA

CALGARY: A. M. Stephens, Stenographer, Grade 2 (Resigned).

CUSTOMS INSPECTION

NOVA SCOTIA

HALIFAX: F. H. B. Shaw, Stenographer, Grade 1 (Resigned).

PROMOTIONS

ONTARIO

HAMILTON: N. G. Binkley, from Senior Customs Excise Clerk to Principal Clerk.

TORONTO: R. C. Wilson, from Clerk, Grade 1, to Customs Excise Examiner.

WINDSOR: W. A. Dawson, from Customs Excise Clerk to Customs Excise Account Clerk, Grade 6.

MANITOBA

WINNIPEG: C. H. Kelly, from Express and Postal Computing Clerk to Computing Clerk.

BRITISH COLUMBIA

VANCOUVER: R. W. Abbott, from Customs Appraiser, Grade 1, to Customs Appraiser, Grade 3; C. E. Odlum, from Customs Excise Clerk, to Express and Postal Computing Clerk.

AUDIT

QUEBEC

MONTREAL: M. G. L. Tardif, from Stenographer, Grade 1, to Stenographer, Grade 2.

TRANSFERS

R. H. Phelps, from Customs Excise Enforcement Officer, Sutton (Leadville), P.Q., to Customs Excise Examiner, Sutton, P.Q.

FRUIT AND VEGETABLE RULING

The Minister of National Revenue has directed that the application of the value fixed for Celery imported into Canada, as per Fruit and Vegetable Bulletin No. 9 (1940), be suspended until further notice in respect of imports into the Provinces of Nova Scotia, New Brunswick and Prince Edward Island, effective on entries on and after the 28th December, 1940.

COMPARATIVE STATEMENT OF CUSTOMS AND EXCISE REVENUE RECEIVED DURING THE MONTH OF DECEMBER, 1939 AND 1940

—	1939	1940	Increase	Decrease
	$ c.	$ c.	$ c.	$ c.
Customs Duties	10,112,994 53	12,788,094 54		
Less Refunds and Drawbacks	503,737 20	1,615,558 89		
Net	9,609,257 33	11,172,535 65	1,563,278 32	....
Excise Taxes	16,733,008 17	28,028,898 81		
Less Refunds and Drawbacks	217,465 47	265,001 62		
Net	16,515,542 70	27,763,897 19	11,248,354 49	....
Excise Duties	5,851,922 03	7,829,707 31		
Less Refunds and Drawbacks	33,051 95	25,156 46		
Net	5,818,870 08	7,804,550 85	1,985,680 77	....
Sundry Collections	44,652 55	43,591 29		
Less Refunds	25 25	10 75		
Net	44,627 30	43,580 54	....	1,046 76
Net Totals	31,988,297 41	46,784,564 23	14,797,313 58	1,046 76
Net Increase	....	....	14,796,266 82	....

TOTALS FOR NINE MONTHS

—	1939-40	1940-41	Increase	Decrease
	$ c.	$ c.	$ c.	$ c.
Customs Duties	80,279,674 18	106,898,251 86		
Less Refunds and Drawbacks	7,309,011 70	12,661,801 12		
Net	72,970,662 48	94,236,450 74	21,265,788 26	....
Excise Taxes	118,558,271 95	192,886,331 12		
Less Refunds and Drawbacks	2,823,414 77	3,118,423 04		
Net	115,734,857 18	189,767,908 08	74,033,050 90	....
Excise Duties	48,745,383 48	67,931,528 09		
Less Refunds and Drawbacks	682,995 17	851,118 42		
Net	48,062,388 31	67,080,409 67	19,018,021 36	....
Sundry Collections	433,849 61	458,924 30		
Less Refunds	119 90	420 29		
Net	433,729 71	458,504 01	24,774 30	....
Net Totals	237,201,637 68	351,543,272 50	114,341,634 82	....
Net Increase	....	....	114,341,634 82	....

COMPARATIVE STATEMENT OF INCOME TAX REVENUE RECEIVED DURING THE MONTH OF DECEMBER, 1939 AND 1940

—	December 1939	December 1940	Increase	Decrease
	$ c.	$ c.	$ c.	$ c.
Net Collections	3,335,177 87	8,697,731 92	5,362,554 05	....

TOTALS FOR NINE MONTHS

—	1939-40	1940-41	Increase	Decrease
	$ c.	$ c.	$ c.	$ c.
Net Collections	118,628,640 56	173,548,002 84	54,919,362 28	....

The National Revenue Review

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February, 1941

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Assistant Commissioner of Excise, V. C. Nauman
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J. Sydney Roe, Editor

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A Patriotic Duty

THE Department wishes, through the medium of the Review, to direct the personal attention of all its officers to the War Savings Certificates Campaign which is now proceeding. It is vital that those who can possibly do so should subscribe for these certificates regularly each month. Provision is made for the deduction from salary cheques of contributions covering a fixed period. This will enable those who subscribe to meet their obligations with a minimum of inconvenience.

The call to lend money to their country by the purchase of these certificates is one which appeals to all patriotic Canadians, and the *Editor* urges all members of the staffs of National Revenue from coast to coast to subscribe regularly for these certificates. It is felt that the response to the appeal of the Minister of Finance from the officers of this Department will meet with ready and encouraging results. Please give it your immediate attention.

Foreign Exchange Control Board

Effective immediately, Paragraph 1 (*d*) of subsection (*b*) (vii) of Section 8 of the Instructions to Collectors of Customs and Excise as set forth in Memorandum WM No. 2 Revised. Supplement No. 7, is cancelled and the following is substituted therefor:—

(*d*) A Travel Permit Application—Form H (short form), good for 48 hours stay in the United States, and the Collector is satisfied

- (i) that the holder is taking with him out of Canada no United States funds and not more than $5 in Canadian funds, and
- (ii) if the traveller is leaving Canada by public conveyance, that he does not hold transportation purchased in Canada for any destination in the United States except a city or town immediately across the border. If necessary the Collector should satisfy himself on this point by inspection of the traveller's ticket or by enquiry from the conductor, driver, etc., to whom the ticket has been surrendered.

(The card is to be surrendered to the Collector at the port of exit, date stamped, and all such cards are to be forwarded to the Board at the end of each day.)

Changes in List of Customs-Excise Ports

Mansonville, P.Q.—An Outport and Warehousing Port under the survey of the Port of Sutton, P.Q., closed as from February 1, 1941.

Oxford, N.S.—A Postal Collecting Station under the survey of the Port of Amherst, N.S., closed as from February 1, 1941.

Visitors From Distant Lands

HERE is an item of interest taken from statistics regarding tourist travel furnished the Department by its Collectors at border points:—

The most distant countries represented during November, 1940, were China, Philippine Islands, and Luxembourg, from each of which one car was entered under 60-day touring permit. In all 31 cars were entered from a total of 13 countries other than the United States. These were allotted, in addition to the three mentioned, as follows: Hawaii 12, Mexico 5, United Kingdom, Puerto Rico, Newfoundland 2 each, British Honduras, Jamaica, Bahamas, Cuba, Panama, one each.

Christmas Rush Was Heavy

THE Christmas rush at Customs Postal and Express branches at Toronto and Montreal was very heavy. Duty collected at the Customs express branch, Toronto, during the month of December almost doubled compared with the same month a year ago, totals for the respective months being $362,957 and $190,739, a difference of $172,218. Packages received in December numbered 20,032, a decrease of 304, entries 4,932, an increase of 705. Collections at the postal branch increased by $37,925 to a total of $104,009 for December last, while the number of packages received was 33,087, decrease 3,360, packages delivered 31,148, decrease 1,184, entries 2,839, decrease 66.

Substantial gains were made at both the express and postal branches, Montreal, in the amount of revenue received during December last compared with December, 1939. At the express branch collections totalled $348,687 compared with $189,466, an increase of $159,221, while at the postal branch collections amounted to $75,708 as against $72,015, an increase of $3,693. Further business transacted in December was as follows: express branch—packages received 17,650, decrease 693, entries 3,192, increase 443; postal branch—packages received 23,683, decrease 1,833, packages cleared 23,055, decrease 2,023, entries 1,987, increase 24.

Regarding Filing 1940 Income Tax Returns

(*Editor's Note.*—This article was prepared for the Review by direction of C. Fraser Elliott, K.C., Commissioner of Income Tax.)

The several income tax returns which require to be compiled and filed in duplicate with the Inspectors of Income Tax throughout the country are returnable in respect of individuals on or before the 30th April, 1941, and must include the income of the twelve months of the calendar year 1940. This year there is a two page form T.1 Special for the use of individuals who are not in business and whose income is not more than $5,000, and a four page form T.1 for those individuals who are in business, or whose income is more than $5,000. The returns of income of corporations on form T.2 must be filed in duplicate within four months of the close of the 1940 fiscal period.

Individuals.—The taxpayer must estimate his own tax when filing the return and the estimated tax is due on or before the 30th day of April, 1941. If the taxpayer so elects he may pay one-third of such estimated tax on that date and the balance, with interest as provided in the Act, within four months thereafter.

The exemptions and rates of tax presently provided by the Statute are set out fully on forms T.1 and T.1A.

Surtax is payable on investment income in excess of certain exemptions. The rates and the exemptions are shown on the forms T.1 and T.1A.

An Act was assented to in August last, fixing the rates applicable in respect of income realized in 1940, and also enacting the National Defence Tax provisions of the Act.

The National Defence Tax and the increased income tax, by way of a notice to taxpayers, have been brought especially to the attention of the taxpaying public in order that they may provide in advance to take care of the increased tax burden. The Honourable the Minister of Finance has voiced his intention to amend the law at the next Session so that payment of the Income Tax at the new rates may be effected in eight non-interest-bearing instalments.

GIFTS.—Subject to certain exceptions, a Gift tax is payable in respect of the transfer by any individual, residing or ordinarily resident in Canada, of any property (whether situate within or outside of Canada) by way of gift or donation. The tax is payable by such individual at the rate applicable in respect of the aggregate value of all the property so transferred during the year at rates according to a sliding scale. Commencing on gifts up to and including $25,000, the rate is 5 per cent and up to a rate of 15 per cent on gifts exceeding $1,000,000. There is no tax where the aggregate value of the gift or donation in any year does not exceed $4,000, or where the gift to any one person does not exceed $1,000, or where the aggregate value does not exceed an amount equal to one-half the difference between the income of the taxpayer in the next preceding year and the income tax which was payable thereon.

The tax shall be paid in full to the Receiver General of Canada on or before the 30th April next succeeding the year in which the gifts were made.

CORPORATIONS.—A corporation must estimate and pay the tax at the time of filing the return which, it is to be noted, must be within four months of the close of the fiscal year so that it may take advantage of a similar method of payment by instalments as in the case of an individual. This also applies in respect of Excess Profits Tax liability. The system of instalment payment of income tax and Excess Profits Tax by corporations means that they may have the benefit of paying their income tax and Excess Profits tax in eight monthly instalments, without interest, if the following rules of payment are observed, viz., a corporation must divide its estimated tax due into two portions. The first portion of one-third must be paid in four equal monthly instalments at or before the end of each month; the first of these four instalments must be paid not later than one month from the close of company's fiscal year and the next three must be paid in each of the three following months before four months shall have elapsed from the end of the said fiscal period. The remaining two-thirds of the estimated tax must be paid in equal monthly instalments over the next four months so that the last payment is made not later than eight months subsequent to the end of the said fiscal year.

The tax presently payable is 18 per cent of the income, but where corporations and joint stock companies file a return consolidating their profits or losses with that of their subsidiaries, the rate of tax is 20 per cent.

NATIONAL DEFENCE TAX.—National Defence Tax shall be paid according to the provisions laid down in Section 91 of the Income War Tax as enacted by Section 26 of Chapter 34 of the 1940 Statutes. In other words, this is ostensibly a tax which is a deduction at the source.

TRUSTS AND ESTATES.—Income accumulating in trust for the benefit of unascertained persons or of persons with contingent interests shall be taxable in the hands of the trustee or other like person acting in a fiduciary capacity as if such income were the income of a person other than a corporation but he is not entitled to any exemption.

OMITTED INCOME.—Particular attention is again drawn to the 1932 amendment which provides that if any person omits to declare any dividend, rentals, interest, royalties or other like income and such income is subsequently ascertained to have, in fact, been received by the taxpayer, such person may be assessed as if double the income so omitted from the return had been received.

EXCESS PROFITS TAX.—Under the provisions of the Excess Profits Tax Act which is also administered by the Income Tax Division, there shall be assessed, levied and paid an Excess Profits Tax based upon the profits as defined, derived by the taxpayer from the carrying on of any trade or business subject to the exemptions and deductions as provided, at either the rates set down in Paragraph 'A' or the rate provided in Paragraph 'B' of the Schedule of Rates in the Excess Profits Tax Act. The taxpayer shall have the option of electing.

The provisions of this Act shall apply to the profits of the year 1940 and of all periods ending therein after the 31st day of March, 1940, and to all subsequent periods.

The Income Tax Act of Ontario, 1936.—This Act is administered by the Income Tax Division of the Department of National Revenue. The Ontario Income Tax is payable by individuals residing in, employed in or carrying on business in the Province of Ontario. Combined Dominion-Ontario forms (T.1 Dom.-Ont. or T.1A Dom.-Ont.) are provided for such persons and the taxpayer is required to file this return on or before the last day of April each year. It is necessary for each taxpayer to estimate and pay the tax in the same manner as is required by the Dominion of Canada.

There has been no change in the Ontario rate of tax since last year and the rates are set forth on the forms prescribed. There is still an allowance of the Dominion tax for the same period as a deduction from the income for Ontario tax purposes.

Similarly to the Dominion form T.1 and T.1A, there are forms T.1 Special Dom.-Ont. and T.1A Special Dom.-Ont.

The Income Taxation Act, Manitoba.—This Act is administered by the Income Tax Division of the Department of National Revenue. The Manitoba income tax is payable by taxpayers residing in, employed in or carrying on business in the Province of Manitoba. The exemptions are: $750 for unmarried persons; $1,500 for married persons, unless husband or wife has an income in excess of $750 in which case the exemption is $750 each.

Combined Dominion-Manitoba forms (T.1 Dom.-Man. or T.1A Dom.-Man.) are provided for individual taxpayers and the taxpayer is required to file this return on or before the last day of April each year. It is necessary for each taxpayer to estimate and pay the tax in the same manner as is required by the Dominion of Canada. The Manitoba rate of tax is not a proportionate rate of the Dominion tax; the rates are however shown on the dual Income Tax forms.

Similar arrangements have been made whereby indebtedness under the Income Taxation Act, Manitoba, may be paid in eight interest-free monthly instalments.

This Act is applicable to Corporations also. They are required to file in the same manner and at the same time as under the Dominion Act. The appropriate form to be used is T.2 Dom.-Man. which gives full instructions including the rate of tax payable.

The Income Tax Act of Prince Edward Island, 1938.—This Act is administered by the Income Tax Division of the Department of National Revenue. The Prince Edward Island tax is payable by taxpayers residing in, employed in or carrying on business in the Province of Prince Edward Island. The exemptions are: $750 for unmarried persons; $1,000 for married persons, unless husband or wife has an income in excess of $750, in which case the exemption is $750 each. In lieu of the exemptions just referred to, a soldier, sailor or nurse who took part in the South Africa campaign, 1899-1901, or who served overseas during the Great War, is entitled to the following exemptions: (*a*) where married—$1,500; (*b*) where unmarried—$1,250.

Combined Dominion-Prince Edward Island forms (T.1 Dom.-P.E.I. or T.1A Dom.-P.E.I.) are provided for individual taxpayers and the taxpayer is required to file this return on or before the last day of April each year. It is necessary for each taxpayer to estimate and pay the tax in the same manner as is required by the Dominion of Canada. The Prince Edward Island rate of tax is not a proportionate rate of the Dominion tax; the rates are however shown on the dual Income Tax forms.

Similar arrangements have been made whereby indebtedness under the Income Tax Act of Prince Edward Island may be paid in eight interest-free monthly instalments.

The Income Tax of Prince Edward Island is applicable to Corporations also. They are required to file in the same manner and at the same time as under the Dominion Act. The appropriate form to be used is T.2 Dom.-P.E.I. which gives full instructions including the rate of tax payable.

Quebec Income Tax Act.—This Act is administered by the Income Tax Division of the Department of National Revenue. The Quebec Income Tax is payable by individuals residing in, employed in or carrying on business in the Province of Quebec. Combined Dominion-

Quebec forms (T.1 Dom.-Que. or T.1A Dom.-Que.) are provided for such persons and the taxpayer is required to file this return on or before the last day of April each year. It is necessary for each taxpayer to estimate and pay the tax in the same manner as is required by the Dominion of Canada.

The rates of Quebec Income Tax are set forth on the forms prescribed. The maximum amount of Quebec Income Tax payable is $7,000.

Similarly to the Dominion form T.1 and T.1A, there are forms T.1 Special Dom.-Que. and T.1A Special Dom.-Que.

Income Tax Ordinance 1940 for the Yukon Territory.—This Ordinance is administered by the Income Tax Division of the Department of National Revenue. Yukon Territory income tax is payable by taxpayers residing in, employed in or carrying on business in the Yukon Territory. The Yukon Territory rate of tax is presently 30 per cent of the tax payable to the Dominion based on the rates in force for the 1939 taxation period.

As well as the Yukon Territory, there are four Provinces, Ontario, Manitoba, Quebec and Prince Edward Island whose income tax laws are administered by the Income Tax Division, Department of National Revenue. The saving to the public in the filing of one Income Tax return is substantial. It will be appreciated that this saving does not apply to returns of income only, but also to the returns of Information such as those which cover dividends, salaries and wages, and such like.

The joint administration is very much to the advantage of the tax-paying public, business interests generally, and in fact to the advantage of all concerned.

CHART OF INCOME TAX FORMS TO BE FILED BY CANADIAN TAXPAYERS WITH THE INSPECTOR OF INCOME TAX IN THE DISTRICT IN WHICH THEY RESIDE

Forms used by	Description of Form		Nature of Form	Due to be filed	Penalty
Individuals...............	T. 1	Income	Income more than $5,000, or in business, received for the calendar year.	On or before the 30th April in each year.	5% of the amount of the tax. Maximum $500.
	T. 1	Spcl. Income	Income $5,000 or less, not in business, received for the calendar year.	" "	" "
Farmers and Ranchers...	T. 1A	Income	Income received for the calendar year...	" "	" "
Corporations.............	T. 2	"	Income received for the fiscal year......	Within four months from the close of the fiscal year.	" "
Corporations.............	T. 5	Dividends	Dividends and bonuses paid in cash or capital stock, during the calendar year.	On or before the last day of February in each year.	$10 for each day of default. Maximum $50.
Corporations.............	609	Interest	Interest paid on fully registered bonds and debentures during the calendar year.	" "	" "
Trustees.................	T. 3	Estates	Income of estates for calendar year administered by executors, administrators, agents and assignees.	" "	" "
Employers...............	T. 4	Salaries Wages	Salaries and wages $1,000 and over paid during the calendar year.	" "	Minimum $2. Maximum $50.

TAXES TO BE WITHHELD AT SOURCE

Corporations, Associations, Dominion and Provincial Governments, municipalities, religious and charitable institutions and, in short, those persons who may be under obligations to pay interest, dividends, rentals and royalties.	R.R. 701	Rentals and Royalties	Remittance and particulars of tax (Corporations 15%, Individuals 5%) deducted from rentals and royalties paid or credited to non-residents.	On or before the 15th each month following next deduction.	See note below.
	603	Dividends and Interest	Remittance and particulars of 5% tax deducted from dividends and interest.	Within one month of payment of the dividend or interest.	"
	W.T.1	Withholding Tax Services Non-resident	Remittance and particulars of 5% tax withheld from remunerations to non-resident persons in respect of services rendered in Canada.	At same time payment is made to non-resident.	"

Note.—For failure to deduct the debtor is liable for the tax with interest at 10% per annum. For failure to remit, a further penalty of 10% of the amount collected or withheld together with interest at 10% per annum until paid.

An Income Tax Memorandum

Inspectors of Income Tax were notified by official memorandum signed by C. F. Elliott, K.C., Commissioner, dated January 18, 1941, as follows:—

Re-Accelerated Depreciation.—Enquiries are frequently received as to the allowance of additional depreciation on machinery where the use of such asset in the earning of income has been greatly increased over the normal use.

The amount of depreciation allowable where the assets are in use during the normal working day is obtained by applying the various rates authorized by this Division to the admitted cost of the assets. Where the normal time in use is doubled, the amount of depreciation allowable may be increased by one-half, and where the normal time in use is tripled, the amount may be doubled.

If the normal time in use is not at least doubled, no additional amount of depreciation will be allowed. If more than doubled, but not tripled, only one-half of the normal charge will be allowed as additional depreciation.

" Normal working day " means the usual daily operating period or " shift " excluding all periods of reduced or accelerated operations.

Accelerated depreciation will be allowed on machinery only.

An affidavit in duplicate of an authorized officer, partner or proprietor giving particulars of the extent of increase in time worked must be attached to the Income Tax Return. Such affidavit must show:—

(1) The length of the normal working day or " shift ".
(2) Number of days that machinery was operated extra time during fiscal period under consideration, specifying;
    (*a*) number of days operated two full shifts.
    (*b*) number of days operated three full shifts.
(3) Cost of machinery worked overtime as referred to in item No. 2.
    (*a*) operated two full shifts.
    (*b*) operated three full shifts.
    (*c*) if the same machinery included items (*a*) and (*b*) show cost thereof.

It is emphasized that the additional depreciation will only be allowed on machinery owned by the taxpayer and which is actually being worked overtime as described above. For instance, the fact that certain equipment installed by the Government or owned by the taxpayer is being worked extra shifts does not necessarily mean that all the machinery and equipment owned is likewise being worked extra shifts.

The allowance of additional depreciation in accordance with this memorandum will not require the adjustment of standard profits for Excess Profits Tax purposes.

Additional depreciation will only be allowed if actually set up on the books of the taxpayer and reflected in financial statements as required in the case of ordinary depreciation.

This memorandum is not applicable in respect of assets on which special depreciation is being allowed under certificate issued by the War Contracts Depreciation Board.

Passover Bread

COLLECTORS are hereby informed that by Order in Council (P.C. 137/7609) dated December 24, 1940, authority is granted for the remission of customs duty and taxes on Passover Bread or Matzos and the following Matzos products:—

Whole wheat matzos, hygienic matzos, thin matzos, egg matzos, matzo crackers, whole wheat matzo crackers, matzo meal, matzo cake meal, matzo farfel, matzo whole wheat meal, matzo cereal, hygienic matzo crackers, passover vinegar imported for use during the coming Passover season and entered at Customs from the 1st day of February to the 19th day of April, 1941, both days inclusive, under regulations established by the Minister and under authority of import permit, " prepared cereal foods " (ex Tariff Items 45, 46, 65 and 66) being prohibited importation under Part One of Schedule One of the War Exchange Conservation Act.

This Memorandum cancels and supersedes Memorandum Series D No. 25 (1940), which is to be removed from the binder and filed for reference.

Facts and Figures on Tourist Travel

ACCORDING to figures provided by Customs-Excise ports, outports and preventive stations a total of 191,543 United States automobiles crossed into Canada for touring and other purposes during the month of November last. This compares with 238,150 United States cars entering this country during November, 1939, a difference of 46,607. Last November's traffic was made up of 43,270 cars entered for periods of 60 days, 36 cars entered for periods of six months, 146,158 cars for stays of 48 hours and 2,079 cars for purposes other than touring. These totals all show decreases with the exception of the number of cars entered for stays of six months which showed an increase of 11.

Ontario accounted for well over 50 per cent of all cars entered, with a total of 113,683. Of these, 24,707 cars were entered under 60-day touring permits. Quebec entered 10,712 cars under 60-day permits, British Columbia 4,124, New Brunswick 2,911, Manitoba 460, Saskatchewan 200, Alberta 139, Nova Scotia 17. New Brunswick entered 38,958 cars for stays of 48 hours or less. Quebec entered the largest number of cars for purposes other than touring, namely, 1,171.

A statement covering November's tourist traffic by ports shows Windsor well in advance of all other points of entry with a total of 10,026 cars entered under 60-day touring permits and 33,385 entered for stays of 48 hours or less. Fort Erie held second place in the Dominion with a total of 5,802 cars entered under 60-day touring permits, Niagara Falls third place with 4,423. Other busy points of entry for cars under 60-day touring permits were: Pacific Highway, B.C., 2,775 cars, Phillipsburg, Que., 2,358, Lacolle, Que., 2,196, Sarnia, Ont., 2,133, Rock Island, Que., 1,398.

The largest number of United States cars to be entered from any one state under 60-day touring permits was 12,188 coming from the bordering state of New York. The second largest number was from Michigan totalling 11,077. Other states well represented were: Vermont 4,586, Washington 3,549, Maine 2,908, Massachusetts 1,616, Ohio 1,052.

A number of cars was entered also from the sunny south. Florida was represented by 71 cars under 60-day touring permits, Alabama by 17, Mississippi by 8, Louisiana by 17 and Texas by 106. As usual every state in the Union was represented.

The number of Canadian automobiles reported outward for touring purposes during November was 15,101 as against 70,994 cleared outward during November a year ago, a drop of 55,893. Cars cleared outward for stays of over 48 hours numbered 2,852, for stays of 48 hours or less 12,249. Ontario ports and outports cleared 1,279 Canadian cars outward for extended stays, British Columbia 657, Quebec 566, Manitoba 195, Saskatchewan 77, New Brunswick 47, Alberta 30, Nova Scotia 1.

The largest number reported outward for periods of over 48 hours according to ports was 510, which total was cleared through Pacific Highway, B.C. Other busy points of exit were: Windsor 327, Lacolle, Que., 256, Fort Erie 254, Niagara Falls 236, Sarnia, Ont., 197, Emerson, Man., 176, Phillipsburg, Que., 116.

Re Concentrated Milk Products

COLLECTORS have been informed by official memorandum dated January 13, 1941, that by virtue of the powers conferred by the regulations established by Order in Council P.C. 2138 of May 23, 1940, the Dairy Products Board has ordered that on and after the 1st March, 1941, no company or individual may export concentrated milk products outside of Canada without permission from the Dairy Products Board.

For the purposes of this order, concentrated milk products shall mean and include condensed (sweetened) or evaporated (unsweetened) whole milk or skim-milk; dried cream, whole milk, skim-milk or buttermilk.

All applications for permission to export concentrated milk products should be on Foreign Exchange Control Board Form B. All applications in quintuplicate must be forwarded direct to the Dairy Products Board, Ottawa.

Concentrated milk products shipped to the United Kingdom by exporters under instruction by the Dairy Products Board are not included in this order.

Departmental Rulings

"BRIDGEPORT" Turret Milling Machine, manufactured by the Bridgeport Pattern and Model Works, Bridgeport, Conn., at the present time is held to be of a class or kind not made in Canada, and admissible at 10 per cent ad valorem, item 427a, under the Canada-United States Trade Agreement. Motor—445g.

"Rotoblast" Table, Type LG, manufactured by the Pangborn Corporation, Hagerstown, Md., at the present time is held to be of a class or kind not made in Canada, and admissible at 10 per cent ad valorem item 427a, under the Canada-United States Trade Agreement. Motor—item 445g.

High speed, portable glass drill, operated by a built-in electric motor, manufactured by Sommer & Maca Glass Machinery Corporation, Chicago, Ill., at the present time is held to be of a class or kind not made in Canada, and admissible at 10 per cent ad valorem, item 427a, under the Canada-United States Trade Agreement.

Improved Genuine Wagner Sausage Stuffer, No. 2, hand-operated, manufactured by the Salem Tool Company, Salem, Ohio, at the present time is held to be of a class or kind not made in Canada, and admissible at 10 per cent ad valorem, item 427a, under the Canada-United States Trade Agreement.

"Western" Machine Tool Transmissions, manufactured by the Western Manufacturing Company, Detroit, Mich., at the present time are held to be of a class or kind made in Canada, and dutiable at 25 per cent ad valorem, item 427, under the Canada-United States Trade Agreement.

"Mount Gilead" Hydraulic Cider Press No. 8-D1, manufactured by Hydraulic Manufacturing Company, Mount Gilead, Ohio, at the present time is held to be of a class or kind made in Canada, and dutiable at 25 per cent ad valorem, item 427, under the Canada-United States Trade Agreement.

"Made in Canada" Rulings

IN connection with the administration of Tariff Item 208t, Collectors are advised that the chemicals listed below are now of a kind made in Canada:

Cobalt Naphthenate, Copper Naphthenate, Lead Naphthenate, Manganese Naphthenate, Zinc Naphthenate.

In accordance with the Government's undertaking to give "adequate notice" to parties concerned, this memorandum is to be effective three weeks from the date hereof, January 17, 1941.

Export Clearances of Wheat

DURING the week ending December 27, 1940, the export clearances overseas of Canadian wheat amounted to 517,116 bushels compared with 2,907,273 in the corresponding week of 1939. The accumulated total for the twenty-one weeks ending December 27, 1940, was 37,768,514 bushels in comparison with 54,853,090 in the corresponding period of the previous crop year.

Licensing of Imports of Wheat Products

THE Department has been advised by the Canadian Wheat Board that import permits from the Board will no longer be required for the importation of biscuits, cakes and puddings from the United Kingdom.

Importations exceeding 100 pounds will, however, be subject to the processing levy, and importers of such shipments will be required to furnish an additional copy of Foreign Exchange Control Board Form E complete in all particulars, which will be forwarded by the Collector at the port of entry direct to the Canadian Wheat Board, 423 Main Street, Winnipeg, Manitoba.

HERE AND THERE

The *Editor* has received the following from E. A. Saunders, Secretary of the Board of Trade, Halifax, N.S.:—

I noticed an article in the January number of the Review referring to Free Ports in Canada. I thought the following paragraph, taken from "Aikin's History of Halifax" would be of interest to some of your readers.

> On the 25th April, 1818, a public meeting was called to petition the British Government to make Halifax a free port so that foreigners might have access and take cargoes of the produce of the country or merchandise imported into it; accordingly on the 27th May, an order of the Prince Regent in Council was obtained making Halifax and Saint John, New Brunswick, free ports. Halifax was declared by proclamation of the Governor bearing date August 13th.

The following was received from W. G. Stamp, Collector at Fort Erie, Ontario:—

With the advent of Foreign Exchange Control Board regulations, Customs officers have assisted in the development and investigation of some cases of importance but, as is to be expected in the performance of any duties in dealing with the travelling public, there have been amusing incidents.

Examining a bus arriving in Canada via the Peace Bridge, one of the officers assisted an elderly gentleman to open an old and battered trunk containing personal effects. In response to the officer's inquiry as to whether he was bringing to Canada any stocks or securities the reply was in the negative with a detailed statement describing an unfortunate experience he had had in purchasing some shares of stock many years ago, which proved worthless. During his examination the officer found a large packet bound with tape, which appeared to consist of legal documents in that they bore impressive seals and large, brightly coloured captions. The elderly visitor threw them to the floor and, before the officer could restrain him, kicked them in all directions. It developed that this was the printed remembrance of his speculative effort, which he thought he had destroyed long ago.

Repeating his question to a woman passenger on one of the trains departing Canada at Fort Erie, obviously a Scandinavian, the officer was greeted with a sudden smile of understanding. The question was "Have you any bonds or stocks?" Shaking her head, the woman replied, "No buns—only sandwiches." Whereupon she produced a box which had once served as a container for a pair of shoes and invited the officer to share her lunch. When the officer repeated "Have you any stocks or bonds?" the visitor reached into her travelling case and from among the various articles produced two pairs of silk stockings.

The beaver, Canada's best known animal, is making a strong comeback on preserves in the James Bay area. Estimates place the beaver populations of these sanctuaries in excess of 8,000 compared with 230 in 1933 when the first of the preserves was established.

Restoration of the beaver in the interests of the Indian population has been made possible through the co-operation of the Hudson's Bay Company, the Dominion Government, and the Quebec and Ontario governments. The first of these sanctuaries was established in 1933 at Rupert's House, Quebec, where the Hudson's Bay Company leased an area of 7,000 square miles for a fifteen-year period. A survey of this preserve in the autumn of 1933 showed a beaver population of only 162, but with the Indians acting as game wardens rather than trappers the beaver responded rapidly to the protection afforded them. By 1936 the number of beaver in the preserve had increased to 1,044 and by the autumn of 1940 had reached 6,454. Beaver trapping in this preserve was started in the 1939-40 season, when 500 were taken, and it is planned to trap a similar number in 1940-41.

Adjoining the Rupert's House Preserve is an area of 13,000 square miles set aside in August, 1938, as a beaver preserve for the exclusive use of the Indians of the region. In it no trapping will be permitted until the beaver population reaches 4,000, when only Indians will be permitted to trap. This preserve is operated under the supervision of the Hudson's Bay Company with the Indians acting as game wardens and conducting censuses of the beaver. In three years of operation the beaver population of this huge sanctuary has increased from 254 to 730.

Two beaver preserves in the James Bay area are located on Charlton Island and Akimiski Island, both in the Northwest Territories. Charlton Island was established a beaver sanctuary in 1933 when 68 beaver were liberated on it. Under the watchful eyes of an Indian resident guardian the beaver population of this sanctuary has increased to about 700 animals, and trapping operations were begun in the 1939-40 season. Eight beaver were introduced to Akimiski Island in 1935, and a count made in 1939 indicated a beaver population of 250. This island sanctuary has an area of 900 square miles and should eventually support about 6,000 beaver.

The important work of restoring the beaver will be further extended next spring as a result of the establishment of the Kapisko Beaver Preserve in Ontario, north of the mouth of the Albany River on James Bay. Under an agreement between the Ontario Government and the Hudson's Bay Company a large area has been set aside for five years as a beaver sanctuary. The Dominion Government is co-operating by permitting the Hudson's Bay Company to stock this new sanctuary with adult beaver from Charlton Island. The Company is to assume control of the Kapisko Preserve, and when the beaver have increased sufficiently trapping privileges will be granted to Indians only.

STOCKS OF TOBACCO

Total stocks of unmanufactured tobacco on hand in Canada on September 30, 1940, amounted to 116,051,161 pounds of which 11,944,477 were Canadian and 4,106,684 were imported. Canadian tobaccos on hand on September 30 included flue cured, burley and dark tobacco, cigar leaf, large and small pipe varieties. Totals follow with 1939 figures in brackets: flue cured 84,247,328 (46,774,960) pounds; burley 16,785,763 (13,120,548); dark 3,150,662 (2,317,961); cigar leaf 5,649,755 (5,591,663); large pipe 1,472,902 (1,492,469); small pipe 278,067 (295,343).

RECORD MINERAL OUTPUT

Accelerated by wartime demands, mineral production in Canada during 1940 exceeded a value of $500,000,000. This is an all-time high, and compares with the previous record of $474,602,000 in 1939 and with $457,359,000 in 1937.

New records in both quantity and value of gold have been established, with the value of the 1940 production of the precious metal estimated well in excess of $200,000,000 as compared with $184,000,000 in 1939. Most of Canada's gold is exported, principally to the United States, and the increased output largely reflects the policy of the mines to produce the metal at a rate as high as sound mining practice will allow in order to provide foreign exchange for the purchase of war materials.

Base metal production figures cannot be disclosed, but the outputs of copper, nickel, lead and zinc were greater than in 1939. Canada holds an exceptionally strong world position as a producer of these metals, ranking first in nickel, second in zinc, third in copper and fourth in lead. In addition to meeting the increasing demands of wartime industries in the Dominion, huge tonnages of Canada's base metals are exported to the United Kingdom.

Canada also produces large quantities of silver, platinum, asbestos, gypsum, coal, salt, petroleum and other minerals. The list of minerals produced in commercial quantities includes 23 metals and 20 non-metallics, as well as clay products, structural materials and fuels.

Canada's mineral production in 1915, the second year of the first great war, had a total value of $137,000,000. The past year's achievement in exceeding the half-billion dollar mark thus reflects the strengthened position of the Dominion as well as a supplier of metals and minerals vital to the war effort.

FRUIT AND VEGETABLE RULING

The Minister of National Revenue has ordered that the fixed valuation for duty purposes on Celery, as set forth in Fruit and Vegetable Bulletin No. 9 (1940), be cancelled effective on entries on and after January 30, 1941.

REVENUE INCREASED AT CHIEF PORTS

The following details concerning Customs and Excise revenue at certain of the leading ports for the nine months of the fiscal year to December 31 last were received by the *Editor* from Collectors. Substantial increases are recorded.

At Montreal

Recording an increase of about 40 per cent in Customs-Excise revenue the port of Montreal collected a total of $117,818,472 in the nine months period, April 1 to December 31, 1940, a gain of $33,448,821 over the corresponding period of 1939-40 when collections totalled $84,369,651. The heaviest receipts for any one month were taken in November amounting to $15,217,290, an increase over November, 1939, of $3,818,367 or 33·5 per cent. October yielded the second heaviest revenue, viz., $15,163,494, an increase of $4,041,437 or 36·3 per cent, while July's revenue came third with a total of $14,244,693, an increase of $5,829,946 or 69·2 per cent.

Revenue totals in detail were: import duty $23,527,017, increase $4,427,698; sales tax $4,240,194, increase $621,558; Excise tax $2,113.269, increase $570,313; war exchange tax $7,159.839, increase $7,159,839; Excise taxes $39,150,213, increase $9,130,872; Excise duty $41,557,317, increase $11,549,966; sundry collections $70,624, decrease $11,426.

At Toronto

Customs-Excise collections at the port of Toronto, received during the nine months period reached a total of $66,332,746 compared with $47,095.564 collected during the corresponding period of 1939-40, an increase of $19.237,182. Receipts were about equally divided between Customs and Excise. Collections in detail were: Excise taxes $30,533,576, import duty $21,114,572, war exchange tax $7.143,585, sales tax $4,389,673, Excise duty $2.794,910. Excise tax on imports $325,137, sundry collections $31.294.

The heaviest collections for any one month were taken in November amounting to $9.124.001. October collections followed closely with $8.529.893, and December collections with $8,506,957.

At Hamilton

Revenue totalling $20,753,771 was collected at the Customs-Excise port of Hamilton, Ontario, during the first nine months of this fiscal year. This compares with $12,514,952 collected during the same period of the previous fiscal year, a net increase of $8,238,819. The largest amount from any one source was received from sales and Excise taxes (domestic) amounting to $7,808,828, an increase of $2,235,316. Import duty yielded $5,009,745, an increase of $1,955,694, then followed Excise duty $4,876,644, increase $1,429,705, war exchange tax $2,380,569, increase $2,380,569, sales tax on imports $586,914, increase $277,903, Excise tax on imports $87,716, decrease $41,386, sundry collections $3,355, increase $1,018.

At Winnipeg

Revenues collected at the port of Winnipeg from April 1 to December 31, 1940, totalled $10,322,574, a net increase of $2,166,573 over the corresponding period of 1939-40. Collections in detail were as follows: Customs duties $3,296,149, increase $82,187, sales tax on imports $962,454, increase $51,984, Excise tax on imports $54,448, decrease $40,619, war exchange tax $931,816, increase $931,816, Excise tax, domestic, $3,560,723, increase $613,490, Excise duties $1,509,803, increase $530,813, sundry collections $7,179, increase $415.

At Vancouver

The port of Vancouver collected Customs-Excise revenue to the amount of $16,082,191 during the nine months period under review, as against $12,597,362 collected in the first nine months of 1939-40, a net increase of $3.484,829. Import duty collections were the heaviest amounting to $6,883,944, an increase of $956,034, followed by Excise taxes, Excise tax cash book $4,806,117, increase $839,457, war exchange tax on imports $1,619,543, increase $1,619,543, sales tax on imports $1,616,994, increase $12,379, Excise duty, Excise duty cash book, $1,006,451, increase $57,867, Excise tax on imports $124,723, decrease $2,633, sundry collections $24,419, increase $2,183.

NOTES FROM THE EXCISE DIVISION

According to statistics furnished by the Department's Collectors and Sub-Collectors throughout the Dominion, Excise revenue collected during the fiscal year ended March 31, 1940, increased by $17,331,258 over the previous fiscal year, climbing to a total of $234,953,610. Of this amount Excise taxes contributed $169,703,055, Excise duty $65,250,555. The largest single contributing factor to Excise revenue was the sales tax (domestic), proceeds from which amounted to $119,392,244. Other Excise tax revenue included sales tax on importations $21,729,120, sugars $11,891,751, stamps $4,667,445, Excise and special Excise tax on importations $4,171,587, matches and lighters $2,060,145, transportation and telephones $1,657,594, automobiles, rubber tires and tubes $1,314,622, toilet preparations and soap $1,271,891, cigarettes, papers and tubes $536,152, wines $419,839, playing cards $249,530, cigars $126,876, interest $114,137, carbonic acid gas $53,243, licences $46,881.

The largest amount under Excise duty revenue was derived from tobacco totalling $40,132,994, followed by spirits $12,478,114, malt $11,402,151, cigars $423,940, validation fee $374,117, beer $281,164, malt syrup $123,446, licences $34,629.

Further interesting Excise statistics follow:—

Proof spirits manufactured during the past fiscal year totalled 11,821,317 gallons, an increase of 2,178,487 gallons compared with 1938-39. Ontario manufactured 5,988,212 gallons, Quebec 5,024,181 and British Columbia 808,925. Beer manufactured amounted to 66,496,129 gallons, an increase of 3,164,509 gallons. Of this total, Ontario produced 25,614,657 gallons and Quebec 25,063,937. Quebec was far in the lead in the production of tobacco with 23,953,716 pounds out of a total of 27,579,837 pounds for the whole country. Ontario produced 3,509,375 pounds.

The output of cigarettes in the past fiscal year rose to 7,352,023,368 from a total of 6,936,635,360 cigarettes for the previous fiscal year, an increase of nearly half a billion. Quebec's share in this production was 6,467,799,090 cigarettes, the remainder, totalling 884,224,278, coming from Ontario. Snuff production increased to 853,031 pounds from a total of 809,184 for the previous fiscal year. Practically all snuff was produced in Quebec province.

A statement of Excise revenue according to provinces for the past fiscal year gives the following: Ontario—taxes $87,640,555, duty $14,276,528; Quebec—taxes $54,669,668, duty $44,710,061; British Columbia—taxes $8,863,054, duty $2,004,856; Manitoba—taxes $5,520,941, duty $1,303,642; Alberta—taxes $3,606,076, duty $1,188,697; Nova Scotia—taxes $3,853,842, duty $578,149; New Brunswick—taxes $3,771,471, duty $434,285; Saskatchewan—taxes $1,398,873, duty $728,051, Prince Edward Island—taxes $95,831, duty $26,248.

The leading ports of the Dominion as regards Excise revenue collections were: Montreal with a total Excise revenue of $86,395,971, Toronto $39,648,039, Hamilton $12,786,613, Vancouver $8,617,871, Winnipeg $6,612,184, Quebec $5,979,352, Walkerville $5,235,296, Windsor $4,654,069, Sarnia $4,281,487, Chatham, Ont., $4,278,475, Ottawa $4,214,403.

EXCISE DUTY COLLECTIONS

Comparative statement of Excise duty collections, in Canada, during the months of December, 1939, and December, 1940:—

December, 1940, spirits, matured, $2,255,428; December,1939, $1,505,142. December, 1940, spirits, unmatured, $64,042; December, 1939, $79,711. December, 1940, validation fee, $27,582; December, 1939, $22,258. December, 1940, malt, $1,117,692; December, 1939, $1,050,506. December, 1940, beer, $35,685; December, 1939, $21,525. December, 1940, malt syrup, $8,066; December, 1939, $7,453. December, 1940, cigars, $46,321; December, 1939, $38,845. December, 1940, cigarettes, $3,379,447; December, 1939, $2,550,351; December, 1940, manufactured tobacco $753,762; December, 1939, $476,823. December, 1940, licences, $661; December, 1939, $35. December, 1940, Canadian raw leaf tobacco, $20,155; December, 1939, nil. December, 1940, total $7,708,844; December, 1939, $5,752,652.

Comparative statement of tobaccos, cigarettes and cigars entered for consumption, in

Canada, during the months of December, 1939, and December, 1940:—

December, 1940, tobacco, cut, 1,816,190 pounds; December, 1939, 1,617,829 pounds. December, 1940, tobacco, plug, 242,730 pounds; December, 1939, 229,924 pounds; December, 1940, tobacco, snuff, 84,217 pounds; December, 1939, 61,673 pounds. December, 1940, cigarettes, number 574,837,242; December, 1939, number 512,379,837. December, 1940, cigars, number 16,865,691; December, 1939, number 13,210,380. December, 1940, Canadian raw leaf tobacco, 186,882 pounds.

FUR FARMING IN THE MARITIMES

The number of furs farms in operation in the Martime Provinces in 1939 was 2,572, a decline of 425 from the preceding year. The revenues derived totalled $1,421,797 compared with $1,799,046 in 1938. Each of the three provinces reported a smaller number of farms, with Prince Edward Island recording a decline of 112, Nova Scotia 117, and New Brunswick 196. At the end of 1939 the number of fur-bearing animals of all kinds retained on the farms of the three provinces was 34,970 and the value $912,547 compared with 48,586, valued at $1,486,227 at the end of 1938. Silver fox and mink were the principal kinds. The new types of foxes, platinum and white-face, were also represented with a total of 90 valued at $21,435.

PRODUCTION OF BUTTER AND CHEESE

The production of creamery butter in November, 1940, amounted to 15,006,629 pounds as compared with 22,603,687 in the previous month and 15,396,069 in November, 1939. Output during the eleven months ended November aggregated 251,909,014 pounds as compared with 255,466,950 in the corresponding period last year, a decline of 1·4 per cent.

Factory cheese output in November totalled 5,959,608 pounds compared with 15,867,077 in October and 5,136,546 in November, 1939. Production during the eleven months ending November amounted to 138,348,797 pounds compared with 120,242,913 a year ago, a gain of 15·1 per cent.

IMPORTS IN NOVEMBER

The value of Canada's imports moved higher in November, 1940, totalling $102,284,000 compared with $84,561,000 in November, 1939, a gain of $17,723,000. Imports from the United States rose to $74,498,000 from $56,891,000, while the total from the United Kingdom fell to $11,317,000, from $13,482,000. British India with Burma, Straits Settlements, British Guiana, Australia, Colombia, Brazil were other leadings contributors.

Leading commodities imported during November last were as follows, figures for November, 1939, being in brackets: sugar, $2,962,000 ($2,914,000); tea, $837,000 ($1,019,000); fruits, $1,917,000 ($2,185,000); rubber, $4,005,000 ($1,251,000); animal products $2,307,000 ($3,665,000); cotton, $4,023,000 ($5,621,000); flax, hemp and jute, $1,352,000 ($1,422,000); silk, $820,000 ($945,000); wool, $2,426,000 ($3,020,000); books and printed matter, $1,355,00 ($1,433,000).

Other chief commodities were: rolling mill products $5,355,000 ($5,033,000); farm implements $1,058,000 ($1,286,000) machinery, except agricultural, $7,618,000 ($4,519,000); automobiles and parts, $6,405,000 ($4,405,000); aluminum, $1,395,000 ($1,021,000); electric apparatus, $1,957,000 ($1,588,000); coal, $4,381,000 ($3,640,000); glass and glassware $1,045,000 ($973,000); petroleum products, $7,043,000 ($7,036,000); chemicals $4,829,000 ($5,640,000).

Central electric stations in Canada produced 24,971,047,000 kilowatt hours during the first ten months of 1940 as against 23,213,736,000 kilowatt hours in the corresponding period of the preceding year.

Coal production in Canada during the first ten months of 1940 amounted to 13,965,293 tons compared with 12,465,993 tons in the first ten months of 1939.

The second official estimate places Canada's 1940 wheat crop at 547,179,000 bushels. This is Canada's second largest wheat crop, being exceeded only by the 1928 record production of 566,726,000 bushels.

Canada's 1940 potato crop is estimated at 42,058,000 cwt., an increase of 16 per cent over last year's production.

CANADIAN HONEY CROP

The first estimate of Canada's 1940 honey crop shows a total production of 22,633,400 pounds. This is 21·6 per cent smaller than the 1939 crop of 28,873,100 pounds and 23 per cent smaller than the average production of the previous five years. Although production was curtailed by unfavourable weather conditions, the crop on the whole is of fair quality. A large proportion has already been marketed at prices averaging 2 to 3 cents higher than in 1939 and prospects are that the entire supply will be disposed of before the 1941 crop comes on the market.

Production follows by provinces in order of magnitude, with the revised estimates for 1939 in brackets: Ontario 9,500,000 (11,500,000) pounds; Manitoba 3,767,500 (5,400,000); Saskatchewan, 3,682,000 (4,262,600); Quebec, 2,200,000 (4,355,000); Alberta, 2,002,000 (2,178,000); British Columbia, 1.264,000 (1,004,900); New Brunswick, 124,000 (82,800); Nova Scotia 75,000 (77,000); Prince Edward Island, 18,900 (12,400).

EXTERNAL TRADE IN NOVEMBER

Canada's external trade, excluding gold, reached a high point in November, 1940, aggregating $220,687,838 as against $215,435,662 in October and $183,051.577 in November, 1939. The balance of trade was favourable to the extent of $16,120.464 compared with an unfavourable balance in October of $1,854,042 and a favourable balance of $13,929,155 in November, 1939.

Domestic exports in November totalled $117,452,172 compared with $102,972,407 in October and $97,163,176 in November, 1939. Imports were valued at $102,283,687 against $108,644,852 in October and $84,561,211 a year ago. Foreign exports were worth $951,979 against $3,818,403 in October and $1,327,190 in November, 1939.

Leather footwear production in Canada during the first nine months of 1940 totalled 19,454,317 pairs compared with 17,905,207 pairs in the corresponding period of 1939.

NEWS AND COMMENT

Ottawa: Ronald Sharp is secretary of the Board of Referees established by the Government to deal with special cases under the excess profits tax. Mr. Sharp is chief inspector of income tax, a position which he has held since his appointment was made by the former minister of National Revenue, Hon. W. D. Euler in November, 1927. The post was rendered vacant at that time by the death of R. G. Graham.

H. C. Hogarth, assistant chief inspector is acting chief inspector for the period in which Mr. Sharp is engaged in his new duties.

Before his appointment as chief inspector, Mr. Sharp was for some years assistant chief auditor of the income tax branch.

Walkerville: More than doubling the previous year's revenue the port of Walkerville, Ontario, collected $20.098,120 in Customs-Excise revenue during the calendar year 1940. This compares with $8,984,213 collected in 1939, an increase for the past twelve months of $11,113,907. Customs import duties totalled $13,699,103, increase $8,387,446, Excise tax (domestic) $4,380.212, increase $1,805,075, Excise duties $2,009,721, increase $919,786, sundries $9,084, increase $1,600.

Entries for the year numbering 108,358, increase 21.088, were made up as follows: Customs import entries 97,778, increase 20,198, Customs export 3,590, increase 402, Excise tax 1,564, increase 92, Excise duty 5,426, increase 396. Manifests received totalled 9,660, increase 2,789, manifests forwarded 1,855, increase 271.

Vehicular traffic totals for the twelve month's period show declines at most points. Automobiles inward numbered 35.690, decrease 12.960, automobiles outward 32,165, decrease 13,696; trucks inward 19,966, increase 2,929, trucks outward 14,330, increase 1,713; passengers inward 161,717, decrease 57,024, passengers outward 144,856, decrease 61,057. Automobile permits issued for touring and other purposes numbered 5,792, a decrease of 2,462. Aeroplanes inward numbered 68, an increase of 30, outward 60, an increase of 21. Vessels including ferries, inward numbered 690, increase 108, outward 687, increase 121.

MONTREAL: While more aeroplanes were handled through the Customs Air Harbour at St. Hubert, Quebec, during December last compared with December, 1939, the number of passengers carried declined. In all 296 planes, inward and outward, were cleared during the month, an increase of 28, while passengers numbered 1,932, a decrease of 161. Traffic totals in detail for December, 1940, showing comparison with the same month a year ago, were as follows:

Aeroplanes inward 152, increase 17, outward 144, increase 11; passengers inward 934, decrease 115, outward 998, decrease 46; pieces of baggage inward 1,230, decrease 187, outward 1,236, decrease 28; express packages inward 145, increase 69, outward 51, increase 30; bags of mail inward 412, decrease 66, weight 4,550 pounds, increase 2, outward 405, decrease 155, weight 3,393 pounds, decrease 1,235.

The value of imports for December was $258,377 compared with $5,941 for December, 1939. Fifty-one flights inward and 44 outward were cancelled during the month owing to weather conditions. This compares with 9 inward and 13 outward cancelled during December a year ago.

FORT ERIE, ONT.: Vehicular traffic totals, inward and outward during 1940, through the port of Fort Erie, with figures for 1939 in brackets, were as follows: United States cars inward 760,126 (913,694), outward 728,952 (880,081) Canadian cars inward 60,095 (89,878), outward 65,598 (89,066); other vehicles inward 25,522 (22,342), outward 25,579 (22,550); passengers inward 2,644,256 (3,243,656), outward 2,561,703 (3,164,181).

TORONTO: Fifty-four United States aeroplanes, 34 inward, 20 outward, were cleared through the Customs air harbour at Toronto during December. Passengers numbered 18, pieces of baggage 65. During December, 1939, aeroplanes handled numbered 8, passengers 26.

NIAGARA FALLS: Automobiles cleared inward and outward through the port of Niagara Falls during the month of December last numbered 67,194 as against 115,419 cleared during December, 1939. Passengers numbered 231,197 compared with 455,347; other vehicles 4,059 compared with 3,728. Traffic totals in detail for December, 1940, were: United States cars inward 28,322, outward 27,861; Canadian cars inward 5,415, outward 5,596; other vehicles inward 2,030, outward 2,029; passengers inward 114,158, outward 117,039.

A total of 2,767 sixty-day touring permits was issued in December. This compares with 3,345 issued a year ago. United States cars entered for stays of 48 hours or less totalled 25,599 compared with 30,250. Buses inward numbered 1,042, an increase of 116, outward 1,037, an increase of 86.

JUST AMONG OURSELVES

JANUARY-FEBRUARY

ADDITIONS

NOVA SCOTIA

HALIFAX: G. F. Flinn, Clerk, Grade 1.

PRINCE EDWARD ISLAND

SUMMERSIDE: C. A. Silliphant, Customs Excise Examiner.

NEW BRUNSWICK

EDMUNDSTON: J. H. Pelletier, Customs Excise Examiner.

QUEBEC

MONTREAL: J. A. Archambault, Office Boy; G. L. E. Deegan, Office Boy; J. N. A. Poirier, Office Boy.

RIMOUSKI: P. A. Beauchesne, Customs Excise Examiner.

ONTARIO

BELLEVILLE: G. E. Ketcheson, Customs Excise Clerk.

FORT FRANCES (Rainy River): J. A. Madison, Customs Excise Examiner, Grade 1.

SUDBURY: R. Fredette, Customs Excise Clerk.

TORONTO: J. E. Harrison, Clerk, Grade 1; T. G. Kimber, Customs Truckman; A. D. Wigmore, Clerk, Grade 1.

MANITOBA

WINNIPEG: W. M. Horner, Office Boy.

ALBERTA

CALGARY: W. W. Drummond, Customs Excise Examiner.

BRITISH COLUMBIA

PENTICTON (Bridesville): F. Schorn, Customs Excise Enforcement Officer, Part-time.

ADMINISTRATIVE

K. F. Dale, Clerk, Grade 2; W. G. Lawrence, Clerk, Grade 2; J. E. Whelan, Office Appliance Operator, Grade 2; P. J. Wilson, Stenographer, Grade 1.

AUDIT

ONTARIO

TORONTO: W. L. Walton, Excise Tax Auditor, Grade 2.

DEDUCTIONS

NOVA SCOTIA

PORT HAWKESBURY (Petit de Grat): James LeBlanc, Customs Excise Enforcement Officer (Retired).

NEW BRUNSWICK

SAINT JOHN: F. J. Wilson, Computing Clerk (Retired).

QUEBEC

THREE RIVERS: J. R. Duval, Collector of Customs and Excise, Grade 3 Port (Resigned).

ONTARIO

BELLEVILLE: C. D. Kiser, Customs Excise Examiner.
FORT FRANCES (Rainy River): E. J. Gosselin, Customs Excise Examiner.

MANITOBA

WINNIPEG: Joseph McCracken, Clerk, Grade 1 (Services terminated); J. F. Orr, Customs Excise Examiner (Retired).

BRITISH COLUMBIA

VANCOUVER: H. Akers, Customs Excise Examiner (Retired); H. Anthony, Customs Excise Examiner (Retired).

ADMINISTRATIVE

M. E. Castonguay, Stenographer, Grade 1 (Resigned); J. A. Howard, Clerk, Grade 1 (Promoted and transferred to another Department); Freda Lee, Stenographer, Grade 2 (Resigned); Jack Levine, Clerk, Grade 2 (Rejected); C. W. Rennick, Office Boy (Resigned); J. L. Rixon, Stenographer, Grade 1 (Re-assigned to another Department); Mrs. D. M. M. Steele, Stenographer, Grade 1 (Re-assigned to another Department).

PROMOTIONS

QUEBEC

MONTREAL: J. J. Biley, from Clerk, Grade 1, to Customs Excise Examiner; J. A. L. J. Lapointe, from Clerk, Grade 1, to Customs Excise Examiner; J. A. D. H. Larivee, from Customs Truckman to Customs Excise Examiner; Clarence Lurie, from Typist, Grade 2, to Customs Excise Clerk; E. G. Moorhouse, from Clerk, Grade 1, to Customs Excise Examiner; C. A. Picher, from Clerk, Grade 1, to Customs Excise Clerk.

ONTARIO

COBOURG: C. V. Niles, from Customs Excise Examiner to Cashier and Computing Clerk.
NIAGARA FALLS: H. McD. Marquis, from Customs Excise Examiner to Computing Clerk.
TORONTO: A. E. Brasell, from Customs Excise Clerk to Senior Customs Excise Examiner.

ALBERTA

CALGARY: W. J. Smith, from Customs Excise Clerk to Express and Postal Computing Clerk.

BRITISH COLUMBIA

VANCOUVER: William Slade, from Clerk, Grade 1, to Customs Excise Examiner.

ADMINISTRATIVE

A. A. Ellement, from Principal Clerk to Principal Customs Excise Checking Clerk; T. P. Hackett, from Clerk, Grade 2 to Clerk, Grade 3; C. J. Prot, from Clerk, Grade 3, to Clerk, Grade 4; C. H. Sands, from Clerk, Grade 1, to Clerk, Grade 2.

INVESTIGATION—DRAWBACKS

ONTARIO

HAMILTON: C. W. Kinch, from Stenographer, Grade 1, to Typist, Grade 2.

PROMOTIONS AND TRANSFERS

QUEBEC

J. X. G. Brassard, from Sub-Collector of Customs and Excise, Grade 1 Outport, Three Rivers (La Tuque) to Customs Excise Cashier, Three Rivers.

ONTARIO

E. Rignall: from Stenographer, Grade 1 (Audit), Toronto, to Typist, Grade 2, Toronto.

Production of the aircraft industry in Canada during 1939 was valued at $12,638,470 as against $6,927,105 in the preceding year.

Coal production in Canada during the first eight months of 1940 amounted to 10,892,931 tons compared with 9,281,921 tons in the corresponding period of 1939.

COMPARATIVE STATEMENT OF CUSTOMS AND EXCISE REVENUE RECEIVED DURING THE MONTH OF JANUARY, 1940 AND 1941

—	1940	1941	Increase	Decrease
	$ c.	$ c.	$ c.	$ c.
CUSTOMS DUTIES	9,703,462 91	11,304,691 55		
Less Refunds and Drawbacks	700,414 14	1,712,744 64		
Net	9,003,048 77	9,591,946 91	588,898 14	....
EXCISE TAXES	15,497,566 41	27,508,832 99		
Less Refunds and Drawbacks	316,474 71	570,449 50		
Net	15,181,091 70	26,938,383 49	11,757,291 79	....
EXCISE DUTIES	5,706,710 08	6,708,741 97		
Less Refunds and Drawbacks	45,720 08	42,779 06		
Net	5,660,990 00	6,665,962 91	1,004,972 91	....
SUNDRY COLLECTIONS	54,123 88	51,247 02		
Less Refunds	70 24	4 75		
Net	54,053 64	51,242 27	....	2,811 37
Net Totals	29,899,184 11	43,247,535 58	13,351,162 84	2,811 37
Net Increase	....	....	13,348,351 47	

TOTALS FOR TEN MONTHS

—	1939-40	1940-41	Increase	Decrease
	$ c.	$ c.	$ c.	$ c.
CUSTOMS DUTIES	89,983,137 09	118,202,943 41		
Less Refunds and Drawbacks	8,009,425 84	14,374,545 76		
Net	81,973,711 25	103,828,397 65	21,854,686 40	....
EXCISE TAXES	134,055,838 36	220,395,164 11		
Less Refunds and Drawbacks	3,139,889 48	3,688,872 54		
Net	130,915,948 88	216,706,291 57	85,790,342 69	....
EXCISE DUTIES	54,452,093 56	74,640,270 06		
Less Refunds and Drawbacks	728,715 25	893,897 48		
Net	53,723,378 31	73,746,372 58	20,022,994 27	....
SUNDRY COLLECTIONS	487,973 49	510,171 32		
Less Refunds	190 14	425 04		
Net	487,783 35	509,746 28	21,962 93	....
Net Totals	267,100,821 79	394,790,808 08	127,689,986 29	....
Net Increase	....	....	127,689,986 29	

COMPARATIVE STATEMENT OF INCOME TAX REVENUE RECEIVED DURING THE MONTH OF JANUARY, 1940 AND 1941

—	January 1940	January 1941	Increase	Decrease
	$ c.	$ c.	$ c.	$ c.
Net Collections	5,882,215 89	29,057,594 81	23,175,378 92	....

TOTALS FOR TEN MONTHS

—	1939-40	1940-41	Increase	Decrease
	$ c.	$ c.	$ c.	$ c.
Net Collections	124,510,856 45	202,605,597 65	78,094,741 20	....

INCOME TAX COLLECTIONS BY DISTRICTS

Comparative statement of the net collections by districts received during the months April to January inclusive of the fiscal years 1939-40 and 1940-41. (Decrease marked *).

Districts	1939-40	1940–41	Increase or Decrease
	$ cts.	$ cts.	$ cts.
Charlottetown	518,084 17	684,631 61	166,547 44
Halifax	1,893,795 09	3,555,121 00	1,661,325 91
Saint John....	1,259,339 72	2,197,851 61	938,511 89
Quebec	1,615,621 63	2,667,575 83	1,051,954 20
Montreal	33,270,391 87	50,564,541 76	17,294,149 89
Ottawa.......	7,763,826 80	12,645,599 42	4,881,772 62
Kingston......	428,400 56	918,505 49	490,104 93
Belleville......	512,725 07	951,322 76	438,597 69
Toronto.......	42,354,514 88	69,807,422 35	27,452,907 47
Hamilton.....	8,483,026 44	14,882,461 96	6,399,435 52
London........	10,393,755 47	15,055,263 34	4,661,507 87
Fort William..	411,697 49	1,086,431 39	674,733 90
Winnipeg......	3,499,984 27	6,476,040 65	2,976,056 38
Regina........	325,685 29	782,753 22	457,067 93
Saskatoon.....	180,138 12	438,708 56	258,570 44
Calgary.......	2,172,992 37	3,527,172 06	1,354,179 69
Edmonton....	576,608 73	1,203,560 29	626,951 56
Vancouver....	8,765,705 35	14,975,262 24	6,209,556 89
Yukon........	84,563 13	185,372 11	100,808 98
Total.....	124,510,856 45	202,605,597 65	78,094,741 20

The
National Revenue Review

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March, 1941

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The National Revenue Review

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J. Sydney Roe, Editor

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A Splendid Response

THE War Savings Certificate Campaign in the Department of National Revenue is proceeding vigorously, and has met with a splendid response. Not only at the Connaught Building, headquarters of the Customs and Excise Divisions, but in the outside service of the Customs and Excise Divisions from coast to coast, the canvassers are meeting with a very hearty reception. Mr. C. E. Wood, Superintendent of Staff at headquarters and a member of the National Executive Committee, informed the *Editor* that up to the date of writing, viz., February 28, he has received reports from a number of ports and outports where 100 per cent of the staff is pledged to purchase War Savings Certificates, and in some cases War Savings Stamps, regularly each month. All reports indicate that the majority of Customs and Excise officers throughout the Dominion will reach their objective.

The campaign at headquarters opened with a rally in the hall of the Connaught Building, addressed by the Hon. Colin Gibson, who outlined its purpose and importance. Mr. David Sim, Commissioner of Excise, expressed confidence that the staff would respond freely. The results, up to February 28, indicate a very successful campaign. Of 575 employees canvassed, 551 have subscribed, making a percentage total of 95·8 to date of writing. Sixteen branches out of 26 have so far reached the 100 per cent mark and there is reason to believe that others will follow. C. E. Gunby and L. H. Taylor are members of the Departmental committee.

The Income Tax Division of the Department is proud to share in this Campaign. The way of the canvassers and representatives has been made easy through the personal and kindly encouragement of the officers of the Division and the eagerness of the employees to participate. In December last, 58 per cent of the staff, which was then about 1,500, had already pledged their support by means of pay-roll deductions. Up to February 28 over 1,300 of a staff of 1,650 are participating and the canvass is still in progress. Several of the offices are over 90 per cent pledged and letters have been received indicating that they will reach the 100 per cent objective very soon. Seven offices have attained 100 per cent—Charlottetown; Kingston; Belleville; Hamilton; Victoria; Special Non-Resident Income Tax Levies, Ottawa; and Excess Profits Tax staff, Ottawa. Over 95 per cent of the employees at Head Office have pledged themselves and several of the units within Head Office have reached the maximum of 100 per cent. One employee in Montreal sent in a cheque for $480, another in Toronto for $400. Several pledges of $40 a month, quite a number at $20 and many of $16 a month have been sent in. One employee in Hamilton District has authorized a deduction of $10 a month from his salary, this to be a gift to the war effort. Another elsewhere who, by the way, is a Chinaman and acts as interpreter, has authorized a deduction of 20 per cent of the salary he receives from the Department. This also he gives outright to aid the cause. With such a spirit the campaign must be successful.

Auld Lang Syne

THE death of Edwin Lewis Sanders, formerly Chief Clerk of Correspondence at headquarters, recalls half-forgotten recollections of past years to older members of the staff. It brings back the years when the old Department of Customs was a small part of Government activities, situated in cramped quarters in the West Block. For forty-four years, from 1883 to 1927, E. L. Sanders was a familiar figure in the life of the Department. He saw it grow and in the wheels of its growth he was an essential cog. There are not many of the old " West Blockers " in the Department now. One by one they have passed behind the veil, or through the open gate of superannuation. Gone are many of the familiar faces. The *Editor* recalls the names of many of his old West Block colleagues, all of whom have left on the unreturning voyage. Such names as John McDougald, R. R. Farrow, C. P. Blair, Robert Telford, W. J. McCaffrey, W. T. Urquhart, Alder Bliss, David Gleason, A. C. Bleakney, John Watson, and others of the old guard flit across the flickering screen of memory. The ranks of the old " West Blockers" are thinning. The years are taking their inevitable toll. We still have at headquarters, to mention a few, L. F. Jackson, P. L. Young, C. E. Wood, George Prentice, Norman Bunker, Rod Smith, Miss Bennet, Miss McClelland, Bob Laing, Jack McGill, Andrew Brown, Gordon Urquhart, H. B. Timleck, E. Terrien, Reeves Munroe, and C. H. Callbeck. The old Department of Customs came to the Connaught Building in June 1916, and with the addition of the Excise and Income Tax divisions is now the Department of National Revenue with some 600 Customs-Excise employees at headquarters. The care-free, unhurried days of the old West Block remain only in the memory of the little band who still carry on.

A Big Outward Drop

OWING largely to restrictions necessitated by war conditions Canadian automobile tourist travel leaving Canada during the calendar year 1940 greatly diminished compared with 1939. The total number of Canadian cars outward for touring purposes was 539,553, made up of 132,263 cars for periods over 48 hours and 407,290 for periods of 48 hours or less.

From Ontario points of exit a total of 52,974 Canadian cars was cleared outward for periods over 48 hours, from British Columbia 35,019, Quebec 25,018, Manitoba 7,880, New Brunswick 5,824, Saskatchewan 3,594, Alberta 1,915, Nova Scotia 39. More Canadian cars were cleared outward for extended stays through the port of Windsor than through any other point in the Dominion. The total was 17,518. Pacific Highway cleared 17,016, Niagara Falls 10,844, Fort Erie 9,492, Lacolle, Que., 9,406, Emerson, Man., 7,094, Philipsburg, Que., 6,193, Sarnia, Ont., 5,483.

A Correction

IN the article regarding filing 1940 Income Tax returns prepared by the Income Tax Division which was included in the February REVIEW, the paragraph dealing with Excess Profits Tax was incorrect. This paragraph was intended to read as follows:—

EXCESS PROFITS TAX.—Under the provisions of the Excess Profits Tax Act which is also administered by the Income Tax Division, there shall be assessed, levied and paid an Excess Profits Tax upon the annual profits or excess profits, as the case may be, as defined by the Act, derived by the taxpayer from the carrying on of any trade or business subject to the exemptions and deductions as provided, at either the rate of 12 per cent of the entire annual profit or 75 per cent of the excess profit, whichever is the greater.

The provisions of this Act shall apply to the profits of the year 1940, and all fiscal periods ending therein, and to all subsequent periods provided that if any fiscal period ends prior to December 31, 1940, only that proportion of the profits shall be subject to tax which the number of days of such fiscal period in the calendar year 1940 bears to the total number of days of such fiscal period.

War Contract Depreciation Board

On December 4, 1940, the following Order in Council (P.C. 7121), was passed relative to the powers and duties of the War Contract Depreciation Board. The Order reads:—

Whereas by Order in Council P.C. 4217, dated August 27, 1940, the War Contracts Depreciation Board was established with the powers and duties and for the purposes therein set forth;

And whereas the Minister of Munitions and Supply, and the Acting Minister of National Revenue report that in the performance of its powers and duties the Board has advised them that doubt has arisen with respect to its jurisdiction in regard to the application of its powers to certain transactions which have been the subject matter of applications made to it for special depreciation and that, in particular, the term "War Contract" as defined in the regulations set forth in the said Order in Council, does not, in the opinion of the Board, extend to the relationship created as the result of requests or orders given by the Minister of Munitions and Supply to contractors to make capital expenditures for the purposes of expanding or creating facilities to be used in furtherance of war purposes; and

That some confusion has resulted from the use of the term "Depreciation", and that it would be advisable to amend the said Order in Council to provide that War Contracts shall include the relationship above referred to and that the term "Depreciation" may, when in the opinion of the Board it is in the public interest so to do, be construed as Amortization.

Now, therefore, His Excellency the Governor General in Council, on the recommendation of the Minister of Munitions and Supply and the Acting Minister of National Revenue, is pleased to amend the said Order in Council, P.C. 4217, dated August 27, 1940, and it is hereby amended as follows:——

(*a*) By the addition of the following sub-paragraph (*e*) to paragraph 1 of the "initial regulations" set forth in the said Order in Council:

> "(*e*) The term 'War Contract' shall be deemed to include the relationship created as a result of a direct request or order given in writing by the Minister or Deputy Minister of Munitions and Supply to a contractor to make or incur capital expenditure for the purpose of creating or expanding his facilities for war purposes."

(*b*) By adding to the said "initial regulations" a new paragraph to be numbered 9, reading as follows:—

> "9. The term 'Depreciation' may, when in the opinion of the Board it is in the public interest so to do, be construed as Amortization."

The Neighbourly Invasion Last Year

The neighbourly invasion of United States automobile tourists across Canada's invisible boundary line during the calendar year 1940 reached substantial proportions, though falling short of totals for the previous year. In all 3,437,359 United States cars crossed into Canada for stays ranging from a few hours to six months. This was a decrease of 775,457 cars compared with 1939 when 4,212,816 United States cars entered. With no war-time restrictions imposed by the Canadian government to hinder them a total of 962,092 cars entered this country last year under sixty-day touring permits. In addition to this 1,588 cars were brought in for stays up to six months, 2,441,857 for short stays of 48 hours or less and 31,822 for purposes other than touring. Well over sixty per cent of all cars entered were cleared through Ontario ports and outports, the total being 2,212,299.

A comparison by provinces of the number of sixty-day touring permits issued during the year gives the following: Ontario 581,979, Quebec 193,431, British Columbia 92,230, New Brunswick 59,487, Manitoba 13,746, Alberta 13,282, Saskatchewan 6,293, Nova Scotia 1,644. With the exception of Alberta which gained slightly, all of these totals showed decreases compared with 1939. Ontario entered 1,625,591 United States cars for stays of 48 hours or less. Two other provinces entering substantial numbers were New Brunswick 530,223 and Quebec

176,154. Ontario also entered the largest number of cars for extended stays up to six months with a total of 938, while Quebec was first in the number of cars entered for purposes other than touring, viz., 17,798.

According to a statement of sixty-day touring permits issued by ports for the twelve-months period, Windsor was far in the lead of all frontier points, with a total of 176,084. Fort Erie was in second place with a total of 153,207 and Niagara Falls third with 116,338. Respective totals, for these three ports, of cars entered for stays of 48 hours or less were: 475,858 and 606,651 and 417,216.

Other points of entry issuing substantial numbers of sixty-day touring permits were: Pacific Highway, B.C., 50,699, Lacolle, Que., 47,420, Sarnia, Ont., 45,351, Philipsburg, Que., 38,717, Lansdowne, Ont., 33,541, Rock Island, Que., 23,721, St. Stephen, N.B., 19,185, Pigeon River, Ont., 14,073, Sault Ste. Marie, Ont., 10,597, Armstrong, Que., 10,425, Emerson, Man., 10,335, Trout River, Que., 9,222, Highwater, Que., 9,130. Fort Frances, Ont., 8,428, Victoria, B.C., 8,257, Huntingdon, B.C., 8,048.

The port of St. Stephen, N.B., entered 312,291 cars for stays of 48 hours or less, Rock Island, Que., 50,961, Milltown, N.B., 50,756, Edmundston, N.B., 48,204, Sarnia, Ont., 37,484, Beebe, Que., 28,806, Walkerville, Ont., 26,972, Emerson, Man., 19,292, St. Croix, N.B., 16,530, Cornwall, Ont., 13,908, Pacific Highway, B.C., 12,192.

The largest number of cars entered at any one point for stays up to six months was cleared at Sarnia, Ont., totalling 529, and the second largest number at Fort Erie, totalling 239. Philipsburg, Que., entered the largest number of cars for purposes other than touring, viz., 2,404, with Highwater, Que., second, with 2,316, Pacific Highway third with 2,218 and Lacolle, Que., fourth with 2,178.

Despite the snows and cold of a Canadian winter a total of 173,422 United States automobiles crossed into Canada for touring and other purposes during the month of December last for stays of from a few hours up to six months. Of this number 29,943 cars were entered under 60-day touring permits, 20 cars for periods up to six months, 141,365 cars for stays of 48 hours or less and 2,094 cars for purposes other than touring. During December, 1939, automobiles entered from the United States numbered 222,746, showing a drop for December last of 49,324. It is interesting to note that during this winter month 42 cars from the southern state of Florida were entered under 60-day touring permits, 77 from Texas, 32 from Georgia, 13 from Louisiana, 7 from Alabama and 4 from Mississippi. The largest number of cars however, was entered from the bordering state of Michigan totalling 9,068, followed by New York which was represented by 7,838 cars, Washington by 3,876, Vermont by 2,863, Maine by 1,398.

The province of Ontario accounted for about 58 per cent of the cars entered in December under 60-day touring permits with a total of 17,385, Quebec was in second place with a total of 5,808, followed by British Columbia 4,543, New Brunswick 1,458, Manitoba 339, Alberta 237, Saskatchewan 156, Nova Scotia 17. Ontario entered also 92,274 cars for stays of 48 hours or less and New Brunswick, in second place, 33,213 cars. Quebec entered the largest number of cars for purposes other than touring, viz., 1,130.

The port of Windsor entered 7,851 United States cars under 60-day touring permits and 39,097 cars for short stays. Fort Erie entered the second largest number with a total of 3,883, together with 19,548 cars entered for 48 hours or less. Pacific Highway, B.C., entered 2,941 cars under 60-day touring permits, followed by Niagara Falls 2,764, Sarnia 1,522, Lacolle, Que., 1,482, Philipsburg, Que., 1,300.

Nineteen automobiles were reported inwards during December under 60-day touring permits from countries other than the United States. In all five countries were represented. Hawaii was represented by 7 cars, Alaska by 7, Newfoundland by 2, Colombia and Panama by one each. The country of origin of the one remaining car was not stated.

The number of Canadian cars reported outward for touring purposes during December last dropped to 12,900 from a total of 67,404 reported outward during December, 1939, a difference of 54,504. Cars outward for stays of 48 hours or less numbered 11,049, for periods up to 60 days 1,851. Of this latter number Ontario cleared 716, British Columbia 693, Quebec 209, Manitoba 143, Saskatchewan 56, Alberta 24, New Brunswick 10.

Pacific Highway, B.C., reported the largest number of Canadian cars outward for periods of 60 days, with a total of 540. Cars outward for 48 hours or less numbered 545. Fort Erie cleared 210 cars outward for 60 days and 2,933 for short stays, Windsor 142 for longer stays and 1,166 for 48 hours. Respective totals from Emerson, Man., were 135 and 433, Sarnia 116 and 295, Lacolle, Que., 113 and 686, Niagara Falls 106 and 478.

Canada's External Trade in 1940

CANADA'S external trade in 1940, excluding gold, aggregated $2,275,155,708, the highest point reached since 1929 when the value was $2,477,335,139. The 1939 valuation was $1,686,977,247. The balance of trade was favourable to Canada to the extent of $111,279,476 in 1940 compared with $184,866,179 in 1939. Duties collected during the year totalled $138,972,091 compared with $103,282,895 in 1939.

Domestic exports in 1940, excluding gold, totalling $1,178,954,420, were the greatest recorded since 1928 when the value was $1,339,409,562. The 1939 value was $924,926,104. Imports also moved considerably higher, amounting in value to $1,081,938,116 compared with $751,055,534. The previous peak was in 1929 when the value was $1,298,992,692.

Canal Traffic in 1940

WITH a reduction in grain traffic, but a substantial increase in iron ore and coal, total freight using the locks of the Sault Ste. Marie canals during the 1940 season of navigation amounted to 89,858,413 tons. This tonnage exceeded any previous year since 1929 when the total was 92,622,017 tons. The 1939 tonnage was 69,849,304. Iron ore down bound amounted to 66,177,996 tons compared with 46,785,484, and soft coal up bound increased from 8,824,919 tons to 10,142,127, while wheat declined from 250,431,184 bushels to 224,220,368.

A new record was established on the Welland Ship Canal during 1940 when 12,909,697 tons of freight used the locks. This was 1,182,044 tons or 9·5 per cent higher than the 1939 tonnage, and 280,543 tons above the previous record made in 1938. This record was made despite a light movement of wheat which dropped from 2,696,804 tons in 1939 to 1,818,111 tons. Soft coal, petroleum and other oils, corn, iron, pig and bloom, coke and sand, gravel and stone were some of the leading increases.

With a very light movement of grain, wood pulp and gasoline, total traffic on the St. Lawrence canals declined to 7,479,617 tons in 1940 from 8,340,165 in 1939. Corn increased by 282,869 tons, but all other grains showed large decreases. Petroleum and other oils, iron and steel, hard coal. soft coal and sand and gravel showed increases.

Air Traffic at St. Hubert

INTERNATIONAL air traffic through the Customs Air Harbour, St. Hubert, Quebec, during the month of January, 1941, was heavier on the whole than traffic handled in January, 1940. Aeroplanes inward and outward numbered 344, increase 51, passengers 2,261, increase 235, pieces of baggage 2,895, increase 211. Traffic totals in detail for January, 1941, showing comparison with the same months last year, were:—

Aeroplanes inward 175, increase 29, outward 169, increase 22; passengers inward 997, increase 17, outward 1,264, increase 218; pieces of baggage inward 1,218, decrease 93, outward 1,677, increase 304; express parcels inward 110, increase 12, outward 41, increase 20; bags of mail inward 490, decrease 44, weight 4,121 pounds, decrease 29, outward 469 bags, decrease 111. weight 3,338 pounds, decrease 671.

The value of importations for the month was $650,957. Flights cancelled owing to weather conditions numbered inward 34, outward 21. This compares with 5 inward and 6 outward cancelled during January, 1940.

"Made in Canada" Rulings

IN connection with the administration of Tariff Item 208t, Collectors are advised that the chemical listed below is now of a kind made in Canada.

SULFATHIAZOLE

In accordance with the Government's undertaking to give "adequate notice" to parties concerned, this memorandum is to be effective three weeks from the date hereof, February 21, 1941.

British Preferential Tariff, British Content

UNDER the authority of Order in Council (P.C. 89/813), dated February 1, 1941, the requirement of one-half British Content has been reduced in respect to the following commodity in the proportion indicated:—

	Requirement of one-half British Content is reduced to
Pure Manila Rope	one-quarter

(Effective February 15, 1941.)

Certificates of Origin "B" on invoice forms "M-B" and "N-B" should be altered to conform to the above change in the British content requirement.

Prohibited Exports

COLLECTORS of Customs and Excise were notified by official memorandum dated February 1, 1941, as follows:——

Referring to Memorandum Series D No. 86 respecting Arms, Ammunition, Implements or Munitions of War, or any Articles deemed capable of being converted thereinto or made useful in the production thereof, which are prohibited exportation except under permit:

No person shall on and after the third day of February, 1941, export any of the articles enumerated and described in the list annexed hereto without first having obtained a permit issued by or on behalf of the Minister of National Revenue.

ANNEX

Group 1. Non-Ferrous Metals

Antimony. Antimony ores, concentrates, metal alloys in crude and semi-fabricated form and antimony compounds.
Beryllium. Beryllium ores and concentrates, metals and alloys.
Brass.
Bronze.
Magnesium. Metallic magnesium and alloys, crude, semi-fabricated and scrap, containing in excess of 10 per cent magnesium.
Mercury. Mercury ores and concentrates, metallic mercury and compounds.
Tin. Tin metal, alloys containing in excess of 5 per cent tin in crude and semi-fabricated form; tin plate scrap and other scrap materials plated with metal containing tin, and other tin or tin alloy scrap and wastes.

Grour 2. Ferro-Alloys

Titanium. Titanium and titanium ores.
Vanadium. Vanadium ore and concentrates; alloys containing in excess of 10 per cent vanadium, and vanadium compounds.

Group 3. Other Industrial Minerals

Borax.
Chromite Refractories. Chromite crude containing Chromium in excess of 10 per cent in semi-fabricated or fabricated form.
Graphite. Flake graphite, graphite crucibles, retorts and stoppers.
Magnesia Refractories. Magnesia including crude or calcined rock, excepting dolomite, containing magnesia in excess of 20 per cent in semi-fabricated or fabricated form.

GROUP 4. FUELS, ETC., AND ESSENTIAL EQUIPMENT RELATED THERETO

Petroleum Coke.

Petroleum Products. (*a*) Aviation motor fuel, i.e., high octane gasolines, hydrocarbons and hydrocarbon mixtures (including crude oils) boiling between 75 degrees and 350 degrees F. which, with the addition of tetraethyl lead up to a total content of 3 c.c., per gallon, will exceed 87 octane number by the A.S.T.M., Knock Test Method; or any material from which by commercial distillation there can be separated more than 3 per cent of such gasoline, hydrocarbons or hydrocarbon mixture.

(*b*) Aviation lubricating oil, i.e., any lubricating oil of 95 or more seconds Saybolt Universal Viscosity at 210 degrees F., with a viscosity index of 85 or more.

Tetraethyl Lead. Pure tetraethyl lead, ethyl fluid or any mixture containing more than 3 c.c., of tetraethyl lead per gallon.

Toluol. Toluol and light oil resulting from the distillation of coal tar.

Equipment for the Production of Tetraethyl lead and Aviation Gasoline.

Oil Storage Tanks and oil drilling machinery.

GROUP 5. CHEMICALS

Ammonia and Ammonium Compounds.
Chlorine.
Dimethylaniline.
Diphenylamine.
Nitric Acid.
Nitrates.
Nitrocellulose, having a nitrogen content of less than 12 per cent.
Soda Lime.
Sodium Acetate, anhydrous.
Strontium Chemicals.
Sulphuric Acid, fuming.

GROUP 6. MISCELLANEOUS

Aerial Cameras and other types of military equipment containing optical elements.
Cotton Linters.
Fire Control Instruments.
Flax. Flax and cloth containing flax, except when manufactured into wearing apparel or household goods.
Glass. Non-shatterable or bullet proof.
Helium Gas.
Manila Fibre.
Military Searchlights.
Optical Elements for fire control instruments, aircraft instruments, etc.
Optical Glass.
Plans, Specifications and other documents *re* design or construction of aircraft or aircraft engines.
Plastics, optically clear.
Quartz Crystals. Piezo electric and optical.
Quinine. Quinine barks, cinchona or others from which quinine may be extracted, and quinine sulphate.
Rubber. All forms and types of crude rubber, reclaimed rubber, and scrap rubber containing in excess of 5 per cent rubber.
Shellac.
Silk. Raw silk and waste silk.

Referring to Memorandum Series D No. 86 respecting Arms, Ammunition, Implements or Munitions of War, or any Articles deemed capable of being converted thereinto or made useful in the production thereof, which are prohibited exportation except under permit;

No person shall on and after the 12th day of February, 1941, export any of the articles enumerated and described in the further list hereto without first having obtained a permit issued by or on behalf of the Minister of National Revenue.

Wheat; Wheat flour; Petroleum and gas well equipment and parts, including well drilling machinery and parts; Petroleum refining machinery and parts.

Exports of Wheat and Flour

CANADA'S domestic exports of wheat in January, 1941, amounted to 4,880,080 bushels valued at $3,973,441 compared with 10,357,605 at $9,249,937 in January, 1940. The average export price per bushel was 81·4 cents compared with 89·3. Wheat flour exports in January totalled 354,818 barrels valued at $1,243,404 compared with 725,316 valued at $2,612,385 in January, 1940. The average export price per barrel was $3.50 compared with $3.60.

Overseas Export Clearances of Wheat

DURING the week ending February 14, 1941, the export clearances overseas of Canadian wheat amounted to 4,210,255 bushels compared with 4,094,719 in the corresponding week last year. The accumulated total for the twenty-eight weeks ending February 14, was 59,269,846 bushels compared with 77,309,852 in the corresponding period of the previous crop year.

Excise Duty Collections

COMPARATIVE statement of Excise duty Collections in Canada, during the months of January, 1940, and January, 1941:—

January, 1941, spirits, matured, $1,096,482, January, 1940, $673,311. January, 1941, spirits, unmatured, $89,748; January, 1940, $94,236. January, 1941, validation fee, $19,974; January, 1940, $26,620. January, 1941, malt, $983,481; January, 1940, $1,044,367. January, 1941, beer, $10,841; January, 1940, $24,054. January, 1941, malt syrup, $8,994; January, 1940, $6,319. January, 1941, cigars, $38,821; January, 1940, $28,828. January, 1941, cigarettes, $3,899,368; January, 1940, $3,269,558; January, 1941, manufactured tobacco, $743,096; January, 1940, $582,853. January, 1941, licences, $356; January, 1940, $37. January, 1941, Canadian raw leaf tobacco, $16,656; January, 1940, nil. January, 1941, total, $6,907,821; January, 1940, $5,750,187.

Comparative statement of tobaccos, cigarettes and cigars entered for consumption, in Canada, during the months of January, 1940, and January, 1941:—

January, 1941, tobacco, cut, 1,819,171 pounds; January, 1940, 1,967,491 pounds. January, 1941, tobacco, plug, 248,894 pounds; January, 1940, 252,797 pounds. January, 1941, tobacco, snuff, 72,691 pounds; January, 1940, 65,972 pounds; January, 1941, cigarettes, number 623,571,303; January, 1940, number 634,271,934. January, 1941, cigars, number 13,120,418; January, 1940, number 9,897,643. January, 1941, Canadian raw leaf tobacco, 166,570 pounds.

HERE AND THERE

Several officers of Customs and Excise have been good enough to forego their statutory leave for the present fiscal year as a contribution to the common cause. The Department wishes all concerned to know that this is fully appreciated in view of existing conditions.

Referring in a recent editorial to the Rainbow Bridge now under construction across the Niagara River to replace the old Falls View Bridge which was destroyed by ice, January 27, 1938, *The Buffalo Evening News* wrote as follows:—

> Dedication ceremonies at the placing of the first steel in position on the new Rainbow Bridge at Niagara Falls the other day served to direct attention again to the continuing close relationship of the interests of the United States and Canada. The bridge, scheduled for completion next August, will provide another link between the two nations—another symbol of friendliness and goodwill.
>
> But the Ontario Minister of highways and chairman of the Bridge Commission spoke of the growth of "an invisible barrier". "Rumours hostile to Canadian interests and indirectly hostile to American interests have resulted quite unintentionally from careless handling of the facts," he said, "but I do not question that to a very large part they have been originated, stimulated and ramified by those who would prevent American dollars from entering Canada, knowing full well that those same dollars spent for pleasure and recreation here return again to the United States to purchase war materials and everyday essentials."
>
> At distances from the border, doubtless confusion has risen regarding the attitude of Canada and Canadians toward American tourist travel. Communities along the border in the United States should do all they can to dispel rumours and confusions arising from Canada's position in the war. Canada greatly needs that business and the United States should co-operate in helping her to get it. By so doing, the United States not only will serve a friendship of long standing but will be promoting its best economic and international interests.

British Columbia's apple industry having lost the United Kingdom market owing to war conditions had to seek new sales outlets. A part of this was found in the Canadian market due largely to the light crops in Ontario and Nova Scotia. During the first eleven months of 1940, more than 1,800,000 boxes of apples had been sold in the provinces. This compares with a four-year average of about 1,500,000. However, one of the spectacular features of last year's selling campaign was the development of the South American market, which absorbed in the eleven months period over 179,000 boxes of Okanagan apples. This compares with 125,000 boxes sold in South America in 1939 and only 23,000 boxes two years before.

The biggest score of all, however, was registered in the United States. Ordinarily, the American market has not received British Columbia apples on a large scale, but several factors favoured the British Columbia orchard industry last year, notably, the poor crops in Washington and Oregon. As a result, during the eleven months period about 500,000 boxes of Okanagan apples were sold in the United States, compared with just 12.000 boxes in the previous year and a negligible 2,250 boxes three years ago. Americans bought more than a quarter of the volume of British Columbia apples sold in Canada last year, which is possibly an unprecedented record in the industry.

The tobacco industry in Canada is divided into two parts—the manufacture of smoking and chewing, snuff, cigars and cigarettes, and the processing of the green leaf tobacco suitable to undergo the final stage of manufacture into the finished article. According to the census of industry 1934-38, there were 87 establishments engaged in the tobacco industry in Canada, located by provinces as follows: Prince Edward Island, 2; Quebec, 57; Ontario, 20; Manitoba, 1; and British Columbia, 7. Of the establishments sending in reports, 50 made cigars only, 20 tobacco only; eight made tobacco and cigarettes; three made tobacco and cigars; one made snuff only; two made tobacco and snuff; two made tobacco, cigars and cigarettes, and one made tobacco, cigars and snuff. The production of tobacco products is centred in the Province of Quebec. With 57 out of the 87 plants included in the industry, Quebec had 86 per cent of the capital, 84 per cent of the employees and produced 86 per cent of the total output.

During the past decade, the production of tobacco products increased 17 per cent in volume. Compared with 1929, the output of cigarettes increase by 1,933,123 millions, or 39 per cent. Declines were recorded in the production of smoking tobacco with a decrease of 1,287,053 pounds, or 5 per cent, a decrease of 2,168,658 pounds, or 45 per cent, in chewing tobacco, and a decrease of 58,326 millions, or 31 per cent, in cigars. With the increase in volume of production there was a decrease of 23 per cent in the number of employees, due in a large measure to the change from hand-made to machine-made cigars.

Louisbourg Fortress, one-time French stronghold in Canada, has been designated a national historic park by a recent Order in Council. Situated on the Atlantic coast of Cape Breton Island, the ruins of the old fortified city and the relics on display in the museum recall many stirring events enacted during the long struggle for the possession of Canada. During the brief span of less than fifty years in which it existed as a fortified military and naval station, Louisbourg experienced the drama and tragedy usually associated with many centuries of history. Following the cession of Cape Breton Island to France by the treaty of Utrecht in 1713, Louisbourg was selected by the French as the most suitable place for a stronghold on the Atlantic. Fortifications later known as the " Dunkirk of America " were commenced in 1717 and completed several years later at a cost of 30,000,000 livres —about six million dollars.

After the outbreak of war between England and France in 1744 hostilities were extended to North America, and an armed force of New England volunteers captured Louisbourg in 1745 after a siege of a month and a half. The fortress was returned to France three years later by the treaty of Aix-la-Chapelle. The Seven Years War again brought Louisbourg into prominence, and in 1758 it was captured by the British after a notable siege and heroic defence. This victory was the first of a series of events which culminated in the transfer of Canada from French to British rule. In 1760, the British Government ordered the demolition of the fortifications, and in less than a year the once proud fortress was a mass of ruins.

Most of the original area of the fortified town together with Battery Island and the site of the Grand Battery, comprising about 340 acres, is included in the national historic park. Considerable excavation work has been carried out on the walls of the citadel, barracks, King's chapel, governor's house and the hospital. The old casemates which afforded shelter during the bombardments still stand. Memorials have been erected where the King's and Dauphin bastions stood, and the remains of the lighthouse built in 1731, the first beacon in America, are preserved. A spacious museum houses many articles of interest relating to the area, including a plaster model and plans of the old fort.

DISTILLED LIQUOR INDUSTRY

The total value of production of firms included in the distilled liquor industry in 1939 was $24,437,787 as compared with $37,779,560 in 1938. Whiskies and other potable spirits produced during the year and put in bond for maturing totalled 6,624,568 proof gallons with an inventory value of $5,569,797, while whiskies and other potable spirits bottled or shipped in bulk totalled 5,659,589 proof gallons valued at $18,427,185. Other important products were unmatured alcohol, denatured 3,149,005 gallons valued at $1,426,511 and unmatured alcohol not denatured 1,783,184 proof gallons valued at $689,898.

Firms in this industry perform three distinct operations, namely (1) distillation of liquors which are stored away for at least two years for maturing and which are, therefore, not sold during the current year, (2) distillation of non-potable alcohol which may be sold during the year that it is produced, and (3) bottling of unmatured liquors which have been produced in previous years.

Imports of distilled liquors in 1939 totalled 1,567,513 gallons with a value of $5,602,997. This was an increase of 282,445 proof gallons over 1938, but a decrease of $331,206 in value. Exports, amounting to 1,478,001 proof gallons were valued at $7,925,517, a decrease of 1,024,362 in the number of gallons and $2,888,814 in the value.

THE BUSY PORT OF MONTREAL

Recording the seventeenth consecutive monthly increase compared with the corresponding months of a year ago the port of Montreal collected $13,391,340 in Customs-Excise revenue during the month of January, 1941. This was the fourth highest collection at this port on record, and an increase of $81,284 over the December, 1940, total and of $3,641,360 over that of January, 1940.

The wide extent to which port collections have risen in recent years may be judged by comparison with the January, 1933, total of $4,261,036, which marked the depression low and was among the lowest totals of any month in approximately 18 years.

Collections at this port for the last day of January totalled $2,262,064, being at high level for the final day of any month but short of the record for a single day's receipts, set October 31, 1940, when $2,685,908, were taken in.

Collections by months since the beginning of 1939 were as follows:—

	1941	1940	1939
	$	$	$
January	13,391,340	9,749,980	6,851,440
February	....	8,448,913	6,346,764
March	....	9,349,524	7,173,792
April	....	10,783,964	6,825,972
May	....	13,198,248	9,726,807
June	....	10,857,321	8,845,623
July	....	14,244,682	8,414,747
August	....	12,685,368	8,755,204
September	....	12,356,446	10,023,909
October	....	15,163,456	11,122,056
November	....	15,217,047	11,398,928
December	....	13,310,656	9,256,407
Totals	13,391,340	145,365,605	104,741,649

PRODUCTION OF LEATHER FOOTWEAR

The production of leather footwear for the calendar year 1940 amounted to 26,261,088 pairs, the largest output ever recorded by the industry. When compared with the 1939 production, the 1940 output shows an increase of 822,457 pairs, or three per cent. The December production totalled 2,044,725 pairs compared with 2,230,387 in November and 2,208,374 in December, 1939.

DOMESTIC EXPORTS IN 1940

According to a preliminary compilation, the value of Canada's domestic exports in 1940, excluding gold, exceeded any previous annual total since 1928. The 1940 aggregate was $1,178.953,141 (estimated) compared with $924,926,104 in 1939 and $1,339,409,562 in 1928. The gain over 1939 was $254,027,037 or a monthly average increase of about $21,169,000. Foreign exports in 1940 were valued at $13,263,492 as compared with $10,995,609 in 1939.

Principal items of export in 1940 were as follows, with 1939 totals in brackets: wheat $119,530,365 ($109,050,542); wheat flour, $26,351,695 ($16,378,301); fish $31,747,771 ($28,880,968); furs, $16,176,075 ($14,568,986); meats, $63,292,348 ($37,445,336); cheese, $15,723,486 ($12,247,650); planks and boards, $67,736,909 ($48,835,505); wood pulp $60.936,567 ($31,000,602); newsprint, $151,359,496 ($115,687,288); automobiles and parts $64,595,642 ($25,542,718).

Canada's domestic exports in December, excluding gold, were valued at $97,621,000 in comparison with $101,021.000 in December, 1939. Exports to the United Kingdom aggregated $30,946,000 compared with $29,317,000 a year ago and to the United States $43.792,000 compared with $53,996,000.

Leading exports during the month were as follows, with figures for December, 1939, in brackets: automobiles and parts $12,941,000 ($2,185,000); newsprint paper, $12,394,000, $11,245,000; wheat $9,318,000 ($26,041,000); planks and boards $5,649,000 ($3,976,000); wood pulp $5,393,000 ($3,932,000); fishery products $3,550,000 ($2,786,000); furs $3,176,000; ($2,077,000); meats $3,111,000 ($5,409,000).

Other leading exports were as follows: wheat flour $1,217.000 ($3,040,000); cotton $1.206,000 ($215,000); machinery, other than farm, $1,108,000 ($726,000); asbestos $1,295,000 ($2.135,000); chemicals $1,983,000 ($2,194,000); cheese $570,000 ($524,000); pulpwood $645.000 ($637,000); soda compounds $618,000 ($476.000); rubber $766,000 ($1.036,000); alcoholic beverages $822,000 ($819,000); farm implements $486,000 ($703,000); silver $550,000 ($560,000).

Domestic Exports in January

Canada's domestic exports in January, 1941, excluding gold, were valued at $86,921,468 compared with $90,100,133 in January, 1940. Foreign exports were valued at $2,031,191 compared with $743,704 a year ago.

Principal items of export in January were as follows, with 1940 figures in brackets: newsprint $9,762,872 ($9,781,083); automobiles and parts $7,299,094 ($2,687,218; wood pulp $6,256,236 ($4,320,939); planks and boards, $4,787,945 ($4,179,467); meats $4,309,321 ($6,995,316); wheat $3,973,441 ($9,249,937); fish $3,445,394 ($3,024,452); furs $2,461,272 ($2,150,529); wheat flour $1,243,404 ($2,612,385).

Comparative Statement Prepared by the External Trade Branch, Dominion Bureau of Statistics, of Canadian Foreign Trade During the Months of January, 1940 and 1941.

—		January, 1940		January, 1941	
		Quantity	Value	Quantity	Value
			$		$
Total exports (Canadian produce)		....	90,100,133	....	86,921,468
Total exports (Foreign produce)		....	743,704	....	2,031,191
Principal items of export–					
Wheat	bush.	10,357,605	9,249,937	4,880,080	3,973,441
Wheat flour	brls.	725,316	2,612,385	354,818	1,243,404
Fish	cwt.	420,490	3,024.452	418,083	3,445,394
Furs	$	....	2,150,529	....	2,461,272
Meats	cwt.	430,223	6,995,316	288,082	4,309,321
Cheese	cwt.	19,664	357,399	8,667	129,583
Planks and boards	M ft.	167,527	4,179,467	164,892	4,787,945
Wood pulp	cwt.	1,869,773	4,320,939	2,009,750	6,256,236
Newsprint	cwt.	4,515,036	9,781,083	4,220,448	9,762,872
Automobiles and parts	$	....	2,687,218	....	7,299,094

PRODUCTION OF BUTTER AND CHEESE

The production of creamery butter in January, 1941, totalled 11,672,247 pounds compared with 12,308,237 in December and 10,449,589 in January, 1940. Cheese output in January amounted to 1,134,724 pounds compared with 1,799,325 in the previous month and 1,806,159 in January, 1940.

COAL PRODUCTION GAINS

Coal production in Canada during the third quarter of 1940 totalled 3,999,651 tons, an increase of 6 per cent over the corresponding period of 1939. The output included 3,335,990 tons of bituminous coal, 135,838 tons of sub-bituminous coal, and 527,823 tons of lignite coal.

Nova Scotia's coal mines contributed 1,983 - 542 tons compared with 1,893,014 tons in the third quarter of 1939, an increase of 5 per cent. Production from Alberta aggregated 1,299,861 tons made up of 768,732 tons of bituminous coal, 135,838 tons of sub-bituminous coal, and 395,291 tons of lignite coal. This compares with 675,483 tons of bituminous coal, 93,602 tons of sub-bituminous coal and 419,365 tons of lignite coal in the same period of 1939. British Columbia operators mined 459,373 tons of coal as against 454,102 tons during July, August and September, 1939. Mines in Saskatchewan produced 132,532 tons, while New Brunswick's coal production amounted to 124,433 tons, an increase of 17 per cent.

Imports of coal into Canada during the period were recorded at 6,922,231 tons, or 39 per cent above the tonnage imported in the corresponding months of 1939. The imports included 1,461,360 tons of anthracite, 5,460,891 tons of bituminous, and a small quanity of lignite.

Coal made available for use in Canada during the period is computed at 10,765,483 tons, an increase of 24 per cent.

STOCKS OF SUGAR

During the first four weeks of January, 1941, Canada's ten sugar refineries manufactured 37,921,156 pounds of refined sugar, a decrease of 16,807,231 from the same period in 1940. The stocks on hand with small amounts purchased amounted to 266,050,488 pounds on January 25 as compared with 192,884,644 a year ago. Stocks of raw sugar on hand on January 25 totalled 144,452,957 pounds compared with 87.118.868 on the corresponding date last year.

DEFENCE OF CANADA REGULATIONS

IMPORTATION AND EXPORTATION OF PIGEONS PROHIBITED, EXCEPT UNDER PERMIT

By Order in Council (P.C. 629) dated January 29, 1941, the following regulation was added to the Defence of Canada Regulations (Consolidation) 1940:

> "18B (1) Subject to any exemption for which provision may be made by Order of a competent authority, no person shall, except under the authority of a written permit granted by or on behalf of a competent authority, bring, take or send any live pigeon into or out of Canada; and where any officer of the Department of National Revenue finds any live pigeon on any occasion on which it has been brought or sent into Canada or is being taken or being sent out of Canada, then, unless he is satisfied that such bringing, taking or sending is either exempt from the restriction imposed by this regulation or authorized by a written permit pursuant to the provisions of this regulation, he may seize and detain such pigeon and may cause it to be liberated, detained, destroyed or otherwise disposed of in accordance with instructions given by or on behalf of a competent authority.
>
> (2) For the purpose of this Regulation 'a competent authority' shall mean the Minister of National Revenue."

Applicants for permission to import or export live pigeons should complete the application form provided for permission to import or export war materials or other goods under Section 290 of the Customs Act and/or War Measures Act, and forward it to the Department of National Revenue, Ottawa.

OUTPUT OF REFINED SUGAR

During the calendar year 1940 Canada's ten sugar refineries manufactured 1,137,792,237 pounds of refined sugar, an increase of 12.300,370 pounds over the output recorded in 1939. The stocks of refined sugar at the end of 1940, with small amounts purchased, amounted to 278,542,439 pounds compared with 248,461,420 at the end of 1939. Stocks of raw sugar on the last day of 1940 totalled 140.970,614 pounds as against 74,526,150 on December 31, 1939.

DAIRY BOARD ORDERS RE EXPORTS

The Dairy Products Board in Canada was established under the Dairy Products Regulations by Order in Council dated May 23, 1940, with wide powers over the marketing, shipment, storage, and other important phases in connection with the export of all dairy products from Canada. By amendments to the Regulations contained in Order in Council dated January 10, 1941, and February 7, 1941, the powers of the Board have been enlarged to enable it to require persons holding excess quantities of any dairy products to dispose of such excess in order that it may be exported, and to require manufacturers of cheese to manufacture white or coloured cheese, waxed or unwaxed, and of such minimum sizes as the Board may direct. The excess of dairy products referred to in the amendments means in excess of whatever quantity the Board may determine, and the disposal of this excess quantity will be made through a licensed exporter as the Board may direct.

In accordance with these regulations, an order has been issued in *The Canada Gazette,* dated 7th February, 1941, to the following effect: "That any person holding a quantity of any dairy product in excess of that which the Board may authorize shall arrange for export of such excess quantity through an exporter licensed by the Board, as the Board may direct."

EXPORT SHIPMENTS OF EGGS

In 1940 a total of 10,677,300 dozen eggs was exported from Canada to the United Kingdom. Exports from each province were, in the order of quantity, as follows: Ontario, 5,001,270 dozen; Manitoba, 1,563,900 dozen; Saskatchewan, 1,272,600 dozen; British Columbia, 1,053,270 dozen; Quebec, 839,040 dozen; Alberta, 819,720 dozen; Prince Edward Island, 120,000 dozen and Nova Scotia, 7,500 dozen. None was shipped from the Province of New Brunswick.

The 1940 export shipments of eggs were the largest made from Canada for many years.

EXPORTS OF CANADIAN BACON

Canadian exports of bacon in 1940, as a result of the agreement with the British Ministry of Food, totalled about 330,000,000 pounds of Wiltshire sides and other cuts. A new agreement between the Dominion Government and the British Ministry of Food came into effect on November 1, 1940, under which 8,176,000 pounds of Wiltshire sides and other cuts are to be shipped weekly from Canada until October 31, 1941, when the agreement expires.

The 12 months total of 425·6 million pounds represents about 95,000,000 pounds more than was arranged for under the 1939-40 agreement. In addition, the British Ministry will take about two million dollars' worth of liver, kidneys, tongue, bladders and casings, making total purchases of hog products under the agreement of $69·3 million, or almost $17 million more than was spent under the 1939-40 agreement.

PRODUCTION OF COAL AND COKE

During December, 1940, Canadian mines produced 1,643,092 tons of coal compared with 1,485,826 in December, 1939, while the five-year average for the month was 1,466,830. Preliminary estimate of the output during the calendar year 1940 is placed at 17,434,394 tons as compared with 15,692,698 in the previous year.

The December production of coke totalled 267,000 tons compared with 258,000 in November and 243,000 in December, 1939. Output during the calendar year 1940 aggregated 3,015,000 tons as compared with 2,410,000 in 1939.

Imports of coal in December aggregated 842,407 tons compared with 1,157,869 in December, 1939, and the five-year average for the month of 943,080 tons. Exports of Canadian coal rose to 46,895 tons in December from 41,400 a year ago. Canada's supply of coal, based on production plus imports less exports, was computed at 2,438,614 tons in December compared with 2,602,295 a year ago.

VALUE OE AGRICULTURAL PRODUCTION

The gross value of all commodities produced on Canadian farms in 1940 is estimated at $1,243,345,000 compared with $1,222,915,000 in 1939. Gains in the values of live stock, dairy and poultry production totalling 65·8 million dollars more than offset a decline in the value of crop production amounting to 34·6 million dollars. Greater production and higher prices for live stock and animal products brought about the increase. Although total production of grain crops was higher, a decline in prices more than offset the gain in volume. Tobacco production was lowered through frost damage and the value of the 1940 crop is estimated to be about 9 million dollars less than that of the 1939 crop.

Estimated values of leading items in 1940 follow, with 1939 figures in brackets: field crops, $651,228,000 ($685,839,000); farm animals, $212,000,000 ($170,837,000); wool $2,635,000 ($1,797,000); dairy products $235,000,000 ($217,716,000); fruits and vegetables, $52,000,000 ($55,911,000); poultry and eggs, $62,000,000 ($55,483,000); fur farming $6,700,000 ($5,790,000); maple products, $4,209,000 ($3,444,000); tobacco, $10,386,000 ($19,444,000); flax fibre, $2,008,000 ($1,249,000); clover and grass seed, $2,500,000 ($2,681,000); honey and wax $2,679,000 ($2,724,000).

PRODUCTION OF MINERAL PRODUCTS

Production of Canada's leading mineral products during the ten months ending October 1940 was as follows, with corresponding figures for 1939 in brackets: asbestos 283.927 (291,510) tons; cement, 6,627,710 (5,104,383) barrels; clay products $4,414,475 ($4,257,307); coal 13,965,293 (12,465,993) tons; feldspar, 18,600 (8,857) tons; gold, 4,402,782 (4,234,846) fine ounces; gypsum, 1,276,649 (1.097.950) tons; lime, 594,852 (435,000) tons; natural gas, 27,646,458,000 (27,731,938,000) cubic feet; petroleum 7,086,161 (6,603,374) barrels; commercial salt, 194.987 (209,835) tons; silver 19,293,224 (19,320,562) fine ounces.

RECORD EGG EXPORT

During the twelve months of 1940, Canadian shipments of eggs to Great Britain totalled more than 356,000 cases, the largest on record and more than ten times the volume shipped in the corresponding period of 1939. These exports, made through regular trade channels and without any formal agreements between governments, were regarded as a stabilizing factor in Canadian egg prices in 1940. Although in recent negotiation no formal contracts for the export of eggs were made, it is expected that during 1941 the British Ministry of Food will continue to purchase Canadian eggs in quantities. The Ministry constitutes itself the sole purchaser of imported eggs in Great Britain, and Canadian exporters negotiate their sales to the Ministry through the medium of their agents located in that country.

WOOL PRODUCTION

Total wool production in Canada in 1940 was 18,127,000 pounds as compared with 17,846,000 in 1939. Shorn wool production amounted to 13,822,000 pounds, an increase of 253,000 pounds over the 1939 clip. An increase in the number of sheep shorn was responsible for the increase in shorn wool production. Cash income from the 1940 wool-clip is estimated at $2,329,000, a gain of $892,000 over cash income from the 1939 clip.

Consumption of wool in Canada in 1940 amounted to 101,616,000 pounds, greasy basis, which is the highest figure in the last 10 years. Consumption in 1939 amounted to 64,900,000 pounds and for the five years, 1934 to 1938, averaged 61,958,000 pounds a year. The high level of consumption in 1940 resulted largely from Government orders for clothing for the armed services.

A tentative estimate places the national income of Canada for 1940 at $4,800,000,000 as compared with $4,409,000,000 in 1939, a gain of 9 per cent.

NEWS AND COMMENT

OTTAWA: The members of the Check Branch of the Customs Division at headquarters recently paid tribute to one of their fellow officers, Percy McCausland, who is being transferred to the Port of Windsor, N.S. L. D. Warren spoke of the valued services of Mr. McCausland. W. R. Allen presented Mr. and Mrs. McCausland with a chime clock on behalf of the members of the branch.

MONTREAL: Increasing by nearly one hundred per cent collections at the Customs express branch, Montreal, for January amounted to $374,191 compared with $189,063 for January, 1940, a gain of $185,128. The number of packages received was 13,665, a decrease of 1,078, while entries totalled 3,314, an increase of 406. Revenue received at the postal branch in January amounted to $81,434, an increase of $18,202 over the same month a year ago. Parcels received numbered 23,495, decrease 1,428, parcels cleared 22,507, decrease 1,996, entries 2,023, increase 179.

TORONTO: Collections at the Customs express branch, Toronto, for the month of January more than doubled compared with January last year, collections for the respective months totalling $350,041 and $174,167, an increase of $175,874. Packages received numbered 16,444, a decrease of 766, while entries numbered 4,473, an increase of 475. At the Customs postal branch collections in January amounted to $122,554, a gain of $63,904. Packages received totalled 33,447, decrease 2,533, packages delivered 31,260, decrease 3,224, entries 3,058, increase 6.

Sixty-six aeroplanes were handled through the Customs air harbour during January. Of these 61 were United States planes cleared inwards. Passengers numbered 62, pieces of baggage carried 259. During January, 1940, aeroplanes inward and outward numbered 8, passengers 56.

NIAGARA FALLS: A total of 2,008 United States cars entered under 60-day touring permit through the port of Niagara Falls during the month of January, an increase of 271 over the same month last year. United States cars entered for stays of 48 hours or less totalled 21,531, an increase of 943. In all 55,198 automobiles, inward and outward, were cleared through this port during the month, as against 82,702 for January, 1940. Passengers numbered 195,875 compared with 325,541. Traffic totals in detail for January, 1941, were as follows:—

United States cars inward 23,511, outward 22,958; Canadian cars inward 4,388, outward 4,341; other vehicles inward 2,099, outward 2,034; passengers inward 98,566, outward 97,309.

The number of United States cars handled increased by about two thousand while the number of Canadian cars dropped substantially.

Buses inward numbered 1,067, increase 180, outward 1,052, increase 172.

JUST AMONG OURSELVES

FEBRUARY-MARCH

ADDITIONS

NEW BRUNSWICK

EDMUNDSTON: J. C. A. Nadeau, Customs Excise Examiner.

QUEBEC

HULL: J. A. Bouvrette, Clerk, Grade 2.

MONTREAL: J. A. P. E. Giroux, Office Boy; J. C. G. Hamel, Office Boy.

VALLEYFIELD: R. P. Archambault, Customs Excise Examiner.

ONTARIO

AMHERSTBURG (Leamington): R. W. Ross, Customs Excise Examiner, Grade 1 Outport.

TORONTO: A. W. Barney, Clerk, Grade 1; E. M. L. Gray, Typist, Grade 2.

BRITISH COLUMBIA

VANCOUVER: R. D. Bruce, Office Boy.

Administrative

Raymond Adam, Clerk, Grade 1; L. G. Asselstine, Stenographer, Grade 1; Mrs. P. M. Baker, Typist, Grade 1; John Brien, Clerk, Grade 1; M. E. Callow, Stenographer, Grade 1; John Hadden, Clerk, Grade 1; P. F. Hildebrandt, Clerk, Grade 1; Reuben Kalin, Clerk, Grade 2; B. Konschuh, Clerk, Grade 1; G. B. Moses, Junior Chemist; D. K. McDiarmid, Clerk, Grade 1 (with knowledge of typing); Lorna Young, Stenographer, Grade 1

Investigation—Drawbacks

Ontario

Toronto: M. H. Ferrier, Clerk, Grade 4.

Manitoba

Winnipeg: J. M. Robertson, Stenographer, Grade 2.

Audit

Ontario

Toronto: A. D. Campbell, Excise Tax Auditor, Grade 2; A. E. Mann, Excise Tax Auditor, Grade 2; Irving Wenus, Office Boy.

DEDUCTIONS

Quebec

Montreal: Mary Acomsky, Stenographer, Grade 1 (Resigned); Samuel Orrell, Principal Clerk (Retired).

Three Rivers: J. R. Duval, Collector of Customs and Excise, Grade 3 Port (Resigned).

Ontario

Cobourg: G. W. King, Cashier and Computing Clerk (Retired).

Hamilton: J. J. Lawlor, Principal Clerk (Retired).

North Bay: H. R. Creighton, Customs Excise Examiner (Services terminated).

Toronto: G. C. Ross, Computing Clerk (Retired).

Windsor: A. H. Dalziel, Collector of Customs and Excise, Grade 6 Port (Retired).

British Columbia

Vancouver: H. T. V. Prosser, Customs Excise Clerk (Deceased); Reginald Sangster, Customs Truckman (Deceased).

Administrative

P. M. Leonard, Stenographer, Grade 1 (Re-assigned Dept. National Defence); J. F. Satchell, Clerk, Grade 3 (Retired); B. P. H. Smith, Stenographer, Grade 1 (Resigned).

Audit

Quebec

Montreal: H. C. C. Bayly, Excise Tax Auditor, Grade 2 (Deceased).

Ontario

Ottawa: O. C. Frood, Excise Tax Auditor, Grade 2 (Resigned).

Customs Inspection

Rouses Point, N.Y.: J. E. A. Fournier, Customs Excise Examiner (Services dispensed with).

PROMOTIONS

Ontario

Sudbury: J. A. Boulay, from Customs Excise Clerk to Cashier and Computing Clerk.

Toronto: L. H. Gray, from Clerk, Grade 2, to Cashier and Computing Clerk; H. Thorpe, from Customs Express and Postal Cashier to Senior Customs Excise Clerk.

Manitoba

Winnipeg: W. G. Lunney, from Clerk, Grade 4, to Computing Clerk.

Saskatchewan

Regina: I. M. Gauthier, from Stenographer, Grade 1, to Stenographer, Grade 2.

British Columbia

Vancouver: P. E. P. Pleming, from Customs Excise Clerk to Express and Postal Computing Clerk.

Administrative

W. E. Blois, from Stenographer, Grade 1 to Stenographer, Grade 2; L. E. Ferguson, from Clerk, Grade 4, to Senior Customs Excise Checking Clerk; C. H. McConnell, from Clerk, Grade 4, to Senior Customs Excise Checking Clerk.

Customs Inspection

Ottawa: W. A. Jacques, from Inspector of Customs and Excise, Grade 2, to Inspector of Customs and Excise, Grade 3.

Vancouver: E. G. Ladner, from Stenographer, Grade 1, to Stenographer, Grade 2.

Investigation—Drawbacks

Manitoba

Winnipeg: D. S. G. Parsons, from Investigator of Drawback Claims to Investigator of Drawback Claims, Grade 2.

PROMOTIONS AND TRANSFERS

Ontario

Thomas Clark, from Inspector of Customs and Excise, Grade 4, Customs Inspection (Toronto), to Collector of Customs and Excise, Grade 6 Port, Windsor.

Customs Inspection

J. F. R. Lynch, from Collector of Customs and Excise, Grade 2 Port, Stratford, Ont. to Inspector of Customs and Excise, Grade 3, Ottawa.

TRANSFERS

Nova Scotia

P. McCausland, from Principal Clerk, Administrative, to Customs Excise Clerk, Windsor.

Administrative

Ruby Pegg, from Stenographer, Grade 2, Sherbrooke, P.Q., to Stenographer, Grade 2, Administrative.

COMPARATIVE STATEMENT OF CUSTOMS AND EXCISE REVENUE RECEIVED DURING THE MONTH OF FEBRUARY, 1940 AND 1941

—	1940	1941	Increase	Decrease
	$ c.	$ c.	$ c.	$ c.
Customs Duties	9,107,076 46	12,291,186 39		
Less Refunds and Drawbacks	721,325 45	1,543,909 42		
Net	8,385,751 01	10,747,276 97	2,361,525 96	....
Excise Taxes	14,109,540 11	26,914,828 38		
Less Refunds and Drawbacks	294,384 74	448,144 28		
Net	13,815,155 37	26,466,684 10	12,651,528 73	....
Excise Duties	4,585,186 79	6,900,744 37		
Less Refunds and Drawbacks	64,174 79	54,943 11		
Net	4,521,012 00	6,845,801 26	2,324,789 26	....
Sundry Collections	48,565 64	43,180 62		
Less Refunds	57 90	12 75		
Net	48,507 74	43,167 87	....	5,339 87
Net Totals	26,770,426 12	44,102,930 20	17,337,843 95	5,339 87
Net Increase	....	....	17,332,504 08	....

TOTALS FOR ELEVEN MONTHS

—	1939-40	1940-41	Increase	Decrease
	$ c.	$ c.	$ c.	$ c.
Customs Duties	99,090,213 55	130,494,129 80		
Less Refunds and Drawbacks	8,730,751 29	15,918,455 18		
Net	90,359,462 26	114,575,674 62	24,216,212 36	....
Excise Taxes	148,165,378 47	247,309,992 49		
Less Refunds and Drawbacks	3,434,274 22	4,137,016 82		
Net	144,731,104 25	243,172,975 67	98,441,871 42	....
Excise Duties	59,037,280 35	81,541,014 43		
Less Refunds and Drawbacks	792,890 04	948,840 59		
Net	58,244,390 31	80,592,173 84	22,347,783 53	....
Sundry Collections	536,539 13	553,351 94		
Less Refunds	248 04	437 79		
Net	536,291 09	552,914 15	16,623 06	....
Net Totals	293,871,247 91	438,893,738 28	145,022,490 37	....
Net Increase	....	....	145,022,490 37	....

COMPARATIVE STATEMENT OF INCOME TAX REVENUE RECEIVED DURING THE MONTH OF FEBRUARY, 1940 AND 1941

—	February 1940	February 1941	Increase	Decrease
	$ c.	$ c.	$ c.	$ c.
Net Collections	4,040,789 48	29,573,886 83	25,533,097 35	....

TOTALS FOR ELEVEN MONTHS

—	1939-40	1940-41	Increase	Decrease
	$ c.	$ c.	$ c.	$ c.
Net Collections	128,551,645 93	232,179,484 48	103,627,838 55	....

INCOME TAX COLLECTIONS BY DISTRICTS

Comparative statement of net collections by districts received during the months April to February inclusive of the fiscal years 1939-40 and 1940-41. (Decrease marked *).

Districts	1939-40	1940-41	Increase or Decrease
	$ cts.	$ cts.	$ cts.
Charlottetown	614,025 50	711,342 70	97,317 20
Halifax	1,939,575 64	4,022,079 56	2,082,503 92
Saint John....	1,286,895 73	2,609,492 71	1,322,596 98
Quebec	1,658,638 73	3,116,031 58	1,457,392 85
Montreal	34,492,923 24	59,072,836 30	24,579,913 06
Ottawa........	8,074,112 66	14,409,575 37	6,335,462 71
Kingston......	430,373 75	1,019,043 57	588,669 82
Belleville......	542,219 14	1,205,760 09	663,540 95
Toronto.......	43,203,917 71	77,351,451 03	34,147,533 32
Hamilton.....	8,730,031 49	18,574,096 55	9,844,065 06
London........	10,817,985 71	17,291,171 51	6,473,185 80
Fort William..	420,503 71	1,234,592 53	814,088 82
Winnipeg......	3,605,803 50	7,068,501,26	3,462,697 76
Regina........	335,639 04	961,026 23	625,387 19
Saskatoon.....	185,501 59	513,262 34	327,760 75
Calgary.......	2,249,281 07	3,952,023 71	1,702,742 64
Edmonton	588,904 02	1,480,776 98	891,872 96
Vancouver....	9,284,014 97	17,388,403 90	8,104,388 93
Yukon........	91,298 73	198,016 56	106,717 83
Total.....	128,551,645 93	232,179,484 48	103,627,838 55

The
National Revenue Review

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COLLECTIONS BY DISTRICTS

April, 1941

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The National Revenue Review

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A Job Well Done

ALL staffs and services of the Customs, Excise and Income Tax Divisions of the Department responded generously to the appeal of the War Savings Certificates Campaign. At headquarters the response was within a small fraction of one hundred per cent, pledged to systematic purchases of certificates. At many of the large and small Customs-Excise ports and services such as Inspection and Audit, the hundred per cent objective was reached and the returns for the Income Tax head office and Inspection districts were equally gratifying. The job was well done.

The Gates are Flung Wide

CANADA'S international gateways are wide open to welcome the influx of United States automobile tourists. This year, as in other years, there are no restrictions beyond the simple routine of Customs and Immigration inspection. As heretofore the way of the bona fide United States tourist remains easy. Recently the Right Hon. W. L. Mackenzie King issued through the Canadian Travel Bureau an assurance to prospective visitors from across the border. He stated that the fact that Canada is at war will not occasion the slightest interference with the tourists' enjoyment and freedom. Visitors would receive the full premium on their money. The American dollars which they leave behind will be used by the Government of Canada for purchases to be made in the United States. " These purchases will be used for the defence of the ideals of freedom and justice which we hold in common," he declared.

Last year, also, the Prime Minister, on behalf of the Canadian people, issued an invitation to the people of the Americas to visit Canada. Travel executives in the United States, at the conclusion of the 1940 travel season, advised officials of the Canadian government travel bureau in Ottawa that the Right Hon. Mr. King's message was one of the most effective means adopted to offset unfavourable propaganda in the United States with reference to travel in Canada.

It is interesting to note some of the false reports circulated by the rumour mongers with the object of diverting United States travel from entering Canada. One of the most widely circulated reports is that gasoline costs from 80 to 90 cents a gallon in Canada, also that it is rationed; another that Canada has a shortage of food; and others that a tourist's automobile is liable to seizure for army use; that once in Canada a tourist will have great difficulty in getting back home; that it is very difficult to enter Canada for touring purposes.

A letter was received recently by a resident in Canada from a friend in California expressing sympathy for Canadians whom she thought were suffering from a lack of canned goods and silk stockings. The writer offered to bring up some supplies of these things this summer. Rumours of this kind are widespread in the United States; some of them disseminated quite innocently by people who have heard them from somebody else and think them true, while some are spread deliberately, without any care for truth by people who regard them as helpful to the German-inspired campaigns to keep American tourists away from Canada and to keep the United States from aiding Britain.

On the threshold of another tourist season Canada announces to her good neighbour to the south—the welcome sign is out.

Sap's Runnin' in Eastern Canada

MOST countries have their own particular or peculiar harbingers of Spring. In Eastern Canada the definite harbinger is the beginning of the sap run in the hard maple trees. The fact that the maple tree yielded a succulent sap that could be converted into syrup and sugar was learned from the Indians by the French priests, who settled along the St. Lawrence River in 1673. They reported accordingly to their Superiors in France. But commercial production in Canada of maple syrup and maple sugar dates from 1706. Since then there has been an annual harvest from an increasing number of trees.

Evidence that another Spring is advancing is given by the fact that sap's runnin' in millions of maple trees in Eastern Canada—70,000,000 it is estimated, of which about 24,000,000 will be tapped by about 50,000 farmers, for most of the trees are on farm lands.

The sap runs best when the days are bright and the nights cold. Continued warm weather stops the flow of sap, so does a high, drying wind. Sometimes a snowstorm will restore the flow if it has been interrupted.

Prospects are good for the run of sap this year, as there has been plenty of snow and since the run began the weather has been favourable. Last year the production of maple products was better than in 1938. The 1939 yield of maple products was 3,437,500 pounds of sugar and 3,009,000 gallons of syrup, with a combined value of $4,209,300. The Province of Quebec accounts for about 80 per cent of the total production of maple products with Ontario in second place. Only a small percentage of syrup and sugar is produced in the Maritime Provinces.

An Income Tax Ruling

THE following ruling was issued by C. F. Elliott, The Commissioner of Income Tax, dated February 13, 1941, to all Inspectors. It deals with non-resident officers and employees of Canadian companies performing some part of their services in Canada. The ruling reads:—

> Section 2, paragraph (*c*) defines "employed in Canada" and section 9 (1) (*c*) provides that every person "who is employed in Canada during such year" shall pay a tax on his total income from all sources.
>
> Reading these two sections together, it is apparent that any officer or servant regularly or continuously employed by a Canadian company to perform personal services, *any part of which is performed in Canada*, for salary, wages, fees, etc., is liable for Canadian Income Tax on his total income.
>
> Section 6 (1) (*m*) provides for the disallowance as a deduction to a Canadian company of the excess over $14,000 paid by such company to a non-resident in respect of salary, bonus, director's fee or other like remuneration, unless such non-resident pays tax on such excess.
>
> You are hereby advised that non-residents of Canada who come within the definition of "employed in Canada" by performing any part of their personal services in Canada for salary, etc., are to be taxed on the amount received by them from the Canadian company up to $14,000. In respect of the excess above $14,000 paid to such non-residents, this to be disallowed as a deduction to the Canadian company in determining the latter's income, unless the non-resident officer or employee files an Income Tax Return and pays tax on such excess in addition to the $14,000 upon which he is to be assessed in any event.
>
> Section 25 (2) provides for withholding 15 per cent of any salary, fees, commissions or other remuneration payable to any person residing outside of Canada in respect of services rendered by such person in Canada, such withholding to be made by the Canadian company making the payment.
>
> You are advised that 15 per cent will have to be withheld on all salaries, etc., paid to non-resident officers or employees of Canadian companies who perform part of their services in Canada up to an amount of $14,000 but that the 15 per cent need not be withheld from the excess over $14,000 paid as salary, etc., to any such non-resident officer or employee.
>
> Applicable to Assessments yet to be made in respect of incomes of 1939 and thereafter, except that the 15 per cent withholding tax applies only from 25th June, 1940.

Income Tax and Those Who Pay It

THE accompanying chart shows the various individual income classes of residents of Canada from whom income tax is collected. It is compiled on the amount of tax assessed during the fiscal year ending March 31, 1940, and relates in the main to income received by the taxpayer in the calendar year 1938.

It is to be observed that the chart indicates the net income classes from under $2,000 progressively to over $50,000, the number of taxpayers in and the amount of tax assessed by each class, while by reference to the vertical columns the percentage number of taxpayers in each class to the whole, also the percentage of the amount of tax assessed by the same class to the total amount assessed may be obtained.

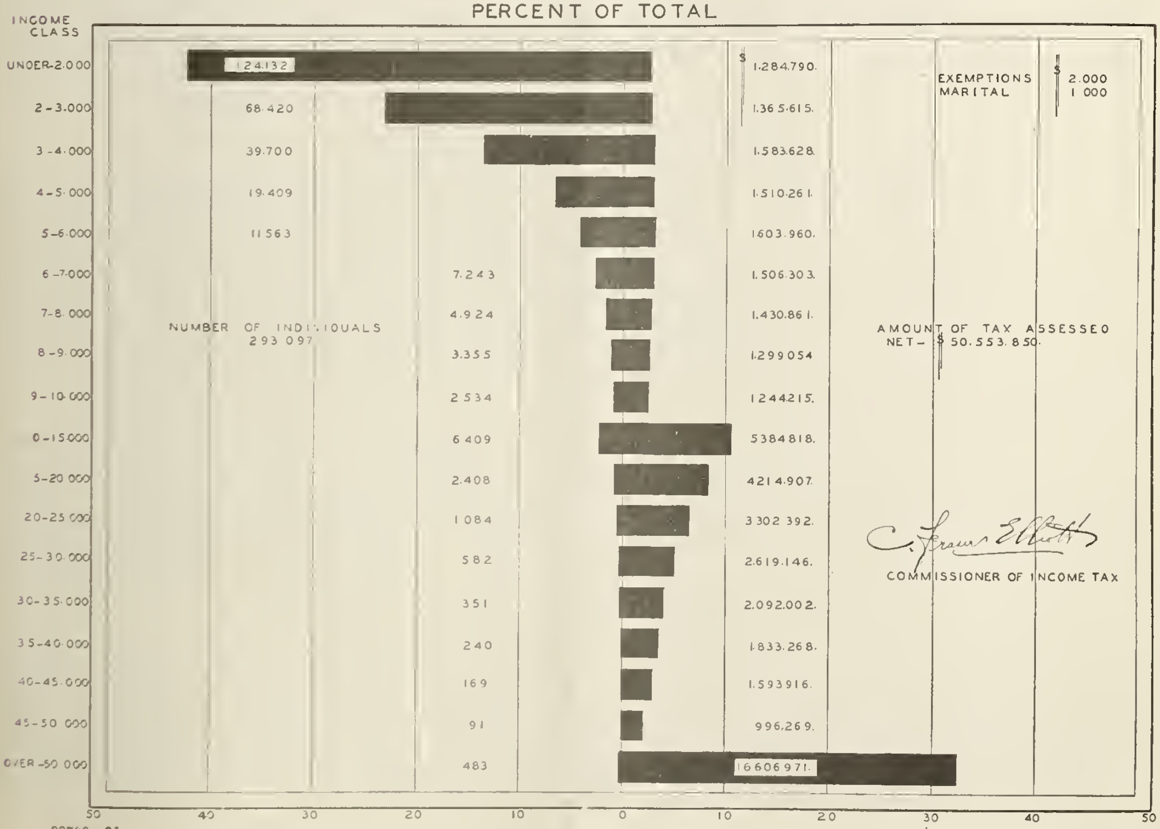
The total number of individual taxpayers in the year referred to was 293,097 and the total net amount assessed $50,533,850. Thus it will be seen that the income class under $2,000 numbering 124,132, representing 42·352 per cent of the total taxpayers, contributed $1,284,790, which is apparently 2·5 per cent of the total amount of tax assessed.

On the other hand, at the foot of the chart it will be seen that there were 483 taxpayers (or ·166 per cent of the total) with net incomes over $50,000 who contributed $16,606,971 (an average of $34,383 each) or 32·26 per cent of the total amount of tax assessed.

Similar information is available covering the other classes by reference to the chart.

It is pointed out that there has been a change in the manner of the compilation of statistics, the basis being the amount of tax *assessed* rather than the amount of tax paid.

CANADA
NUMBER OF INDIVIDUAL TAXPAYERS & AMOUNT OF TAX ASSESSED
BY INCOME CLASSES
1939 – 1940
PERCENT OF TOTAL



Canada's Tourist Trade in 1940

THE Bureau of Statistics' preliminary estimate of the tourist trade between Canada and other countries in 1940 shows receipts of $128,000,000, expenditures of $43,000,000, and a balance in Canada's favour of $85,000,000. These figures are based on a much greater volume of information than in previous years; information made available through the co-operation of the Customs Division of the Department of National Revenue and the Immigration Branch of the Department of Mines and Resources. Some idea of the improvement in the data for estimation may be gathered from the fact that, whereas in 1939 the expenditure sample for motor tourists constituted a fraction of 1 per cent of the numbers, the sample in 1940 was over 80 per cent for Canadian motorists and over 50 per cent for some groups of American motor tourists. Additional information which was obtained this year indicates that previous estimates of the receipts and expenditures on account of tourist trade were too high.

While it is impossible to state what the estimates would have been in 1939 had the same amount of information been available as in 1940, some idea of the difference between the results yielded by the old and new methods can be seen if the sample expenditures of 1940 are applied to the count of tourists for 1939. In that case receipts would have been $164,000,000, expenditures $86,000,000, and the favourable balance $78,000,000. These figures compared with estimates made by the old methods showing receipts $274,771,000, expenditures $108,796,000, and the favourable balance $165,975,000. Thus the more comprehensive information obtained in 1940 indicates that the previous estimate for net receipt for 1939 may have been too high by an amount of the order of $80,000,000 to $90,000,000.

Prospects for the tourist trade appeared bright early in 1940. A "personal" invitation had been issued to Americans by Prime Minister Mackenzie King urging them to visit Canada and cross the most peaceful frontier in the world. This invitation received wide publicity in the United States and resulted in a host of inquiries. It was followed by increased appropriations for advertising by the Canadian Travel Bureau. Provincial and local tourist bureaus and many private organizations co-operated in this effort to stimulate tourist travel. Statistics of tourist entries compiled by the Canadian Immigration Branch indicate that for the first half of the year the movement of visitors to Canada compared favourably with 1939. The total tourist entries in 1940 from January to June were 5.768,432 persons as compared with 5,886,648 in 1939. It was hoped that the numbers in 1940 would have exceeded those in 1939, however, in July there was a decided falling off, only 1,818,000 visitors arriving as compared with 3,070,174 in 1939. In August there was an improvement, the numbers rising to 2,232,459 as against 3,012,083 in 1939. For the remainder of the year, though in no month was the level up to that of 1939, the falling off was a smaller percentage. For the year as a whole there were 13,592.429 tourist entries as compared with 16,578,119 in 1939. The decline over the year was 2.985,690 persons. To this total decline the first half of the year contributed 118,216 and the last half 2,867,474. In the latter figure, July accounts for 1,252,173 and August 779,624.

Immigration records show 6,448,500 Canadians returning as compared with 11,555.236 in 1939, a decline of 5,106,736. For the first six months there were 4,622,273 Canadians touring out of Canada as compared with 4 865,695 in 1939, a decline of 243,422. In the last six months of the year the decline was, therefore, 4.863,314. This great decline in the final six months of 1940, of course, was due to the restrictions which the Canadian government was forced to place on Canadian pleasure travel because of the mounting adverse balance of merchandise trade with the United States. The merchandise trade of Canada in 1940 showed total domestic exports of $1,179 million, total imports of $1.082 million and a favourable balance of $97 million. In these amounts merchandise trade with the United Kindom showed domestic exports of $508 million, imports of $161 million and a favourable balance of $347 million. With the United States there were domestic exports of $443 million, imports $744 million and an unfavourable balance of $301 million. In 1939 trade with the United States showed domestic exports of $380 million, imports $497 million and an unfavourable balance of $117 million, or less than 40 per cent of the unfavourable balance of 1940.

In normal times the favourable balance of trade with the United Kingdom would have permitted an accumulation of cash in the United States which could have been used to offset Canada's unfavourable trade balance there, but at present only part of our British credits can be used to meet our American debits. Moreover, the Neutrality Act precludes borrowing in the United States. It was necessary, therefore, to conserve American dollars for the purpose of purchasing war materials in the United States. Expenditures on non-essentials in the United States are a hindrance to our war efforts, while urgent demand for American dollars renders the promotion of tourist traffic from the United States to Canada of more vital importance than in peace time. The restriction of visits to the United States and the endeavour to increase the number of American tourists visiting Canada are complementary parts of the same problem. It has been pointed out that the American enjoys a two-fold benefit in visiting Canada. In return for his dollars he enjoys many tourist facilities; thereafter, Canada uses the dollars he leaves here to purchase munitions in the United States thus helping to keep the wheels of American industry turning.

New York Led the Procession

DURING the past calendar year out of a total of 963,680 United States automobiles entered for periods of two months or longer, 250,441 cars were from New York State alone, and 187,108 cars from Michigan. Other states well represented were: Washington 66,638, Vermont 61,505, Ohio 47,108, Maine 46,707, Massachusetts 44,067, Pennsylvania 41,024, Illinois 30,078, California 25,107, Minnesota 19,774, New Jersey 19,652.

The smallest number of cars to come from any one state was 255, hailing from New Mexico, and the second smallest number was 357, coming from Nevada. The most southern states were represented as follows: Florida 4,319, Alabama 508, Mississippi 467, Louisiana 744, Texas 3,300.

Excise Duty Collections

COMPARATIVE statement of excise duty collections, in Canada, during the months of February, 1940, and February, 1941:—

February, 1941, spirits, matured, $1,647,913; February, 1940, $531,710. February, 1941, spirits, unmatured, $104,032; February, 1940, $85,955. February, 1941, validation fee $16,443; February, 1940, $42,495. February, 1941, malt, $1,244,110; February, 1940, $866,289. February, 1941, beer, $21,784; February, 1940, $6,310. February, 1941, malt syrup, $6,283; February, 1940, $11,932. February, 1941, cigars, $39,601; February, 1940, $33,556. February, 1941, cigarettes, $3,387,812; February, 1940, $2,391,013. February, 1941, manufactured tobacco, $810,211; February, 1940, $568,568. February, 1941, licences $2,685; February, 1940, $2,620. February, 1941, Canadian raw leaf tobacco $19,407. February, 1941, total, $7,300,285; February, 1940, $4,540,453.

Comparative statement of tobaccos, cigarettes and cigars entered for consumption, in Canada, during the months of February, 1940, and February, 1941:—

February, 1941, tobacco, cut, 1,969,599 pounds; February, 1940, 1,980,112 pounds. February, 1941, tobacco, plug, 229,553 pounds; February, 1940, 237,226 pounds. February, 1941, tobacco, snuff, 70,683 pounds; February, 1940, 65,753 pounds; February, 1941, cigarettes, number 556,518,619; February, 1940, number 500,688,677. February, 1941, cigars, number 12,905,653; February, 1940, number, 11,196,775. February, 1941, Canadian raw leaf tobacco, 194,067 pounds.

War Exchange Conservation Act, 1940

WITH reference to paragraph 10 (*b*) of Memorandum WM No. 34 Collectors are advised that goods which were bona fide purchased prior to December 2, 1940, and have been delivered to a transportation company for shipment to Canada on or before February 28, 1941, may be permitted entry after that date under General Permit No. G 1 on presentation of documentary evidence, such as Bills of Lading or Dock Receipts, showing such delivery.

Changes in List of Customs Excise Ports

Tatamagouche, N.S., a Postal Collecting Station under the survey of the Port of Pictou, N.S., closed as from the 1st April, 1941.

River John, N.S., a Postal Collecting Station under the survey of the Port of Pictou, N.S., closed as from the 1st April, 1941.

Cardigan, P.E.I., a Postal Collecting Station under the survey of the Port of Charlottetown, P.E.I., closed as from the 1st April, 1941.

Cookshire, P.Q., a Postal Collecting Station under the survey of the Port of Sherbrooke, P.Q., closed as from the 1st February, 1941.

Estcourt, P.Q., a Preventive Station under the survey of the Port of Quebec, P.Q., re-established as a Manifesting Station effective from the 15th March, 1941.

Colborne, Ont., a Postal Collecting Station under the survey of the Port of Cobourg, Ont., closed as from the 1st February, 1941.

Boissevain, Man., reference to " (*a*) P.O. Horton", on pages 22 and 30, should be deleted.

"Made in Canada" Rulings

TRAVELLING Tray Ovens, single or double lap, have been transferred from the category of " a class or kind *not made* in Canada " to that of " a class or kind *made* in Canada", and in accordance with the Government's undertaking to give " adequate notice " to parties concerned, the ruling referred to is to be effective three weeks from the date hereof, March 5, 1941.

In connection with the administration of Tariff Item 208t, Collectors are advised that the chemical listed below is now of a kind made in Canada:—

Vitamin D2 (Irradiated Ergosterol) (Calciferol).

In accordance with the Government's undertaking to give " adequate notice " to parties concerned, this memorandum is to be effective three weeks from the date hereof, March 4, 1941.

An Excise Circular

SECTION 1, (*b*), on page 4 of the Consolidated Regulations under the Special War Revenue Act dated January 1, 1941, and Circular No. 812-C dated September 7, 1939, are cancelled and the following substituted therefor:—

"(*b*) Applications for issue or renewal of manufacturers' sales tax licences, or wholesalers' sales tax licences are to be made on Forms L-19, L-15, or L-15a, as applicable, and are required to contain accurate information supplied by the applicants as to the constitution of partnerships, limited liability companies or ownerships of the businesses for which licences are sought.

Where a partnership or a person carrying on business under a firm name applies for issue of licence as a manufacturer or producer, a copy of the partnership declaration or registration of the firm name must accompany the application.

Applications for renewal of licences need not be accompanied by a copy of the said declaration or registration, unless a change of ownership has occurred since the date of the original application or the last renewal thereof."

In the case of partnerships where no change in ownership has occurred, applicants for renewal of licence should subscribe to the following statement on their application for licence:—

" I hereby declare that there has been no change in the foregoing partnership or ownership since issuance of last licence."

The above declaration may be typed, written, or you may obtain a rubber stamp if such applications are likely to be numerous.

Re: Trading with the Enemy

EFFECTIVE March 1, 1941, Bulgaria and Hungary are proscribed territories under the Trading with the Enemy Regulations, and all importers who have goods originating in these countries at your Port should be instructed to apply to the Office of the Custodian, Department of Secretary of State, for a release, and the goods are not to be delivered pending such release.

Goods originating in Hungary, in Canada, or actually in transit to Canada prior to March 1, 1941, may, when released by the Custodian, be entered at Treaty rates.

Export Clearances of Wheat

DURING the week ending February 28 the export clearances overseas of Canadian wheat amounted to 4,032,893 bushels compared with 3,998,053 in the corresponding week in 1940. The accumulated total for the thirty weeks ending February 28 was 65,148,796 bushels compared with 84,281,314 in the corresponding period of the previous crop year.

During the week ending March 7, 1941, export clearances overseas of Canadian wheat amounted to 4,687,587 bushels compared with 4,174,655 for the corresponding week in 1940. Clearances during the 31 weeks ended March 7 aggregated 69,836,383 bushels in comparison with 88,455,969 in the corresponding period of the previous crop year.

During the week ending March 14, export clearances overseas of Canadian wheat amounted to 3,597,699 bushels compared with 5,426,124 in the corresponding week in 1940. Clearances during the thirty-two weeks ending March 14 aggregated 73,475,288 bushels compared with 93,882,093 in the corresponding period of the previous crop year.

In Days of Yore

FUR trading in the middle west a hundred or so years ago evidently lacked nothing in adventure. Old records examined by the *Editor* recently, give some striking pictures of the days when Indians were on the war path and buffalo herds blacked the plains. Buffalo hunting, when once the herd was located, was just a matter of picking out the best pelt and taking aim with the old flintlock. Among the most active traders with the white man in the plains were the Blackfeet, Assiniboine, Crees, Qu'Appelle, Salteaux, Sioux and the Metis or half-breeds.

An interesting description of buffalo hunting in those western pioneer days is given in the old records. On this particular day two hunters mounted on ponies and followed by several pony carts set off to meet a buffalo herd that was reported in that vicinity. Their first sight of the distant herds showed that they were indeed in great numbers. They literally blackened the whole country, not a glimpse of green prairie land could be seen beyond the oncoming mass. The two hunters galloped straight at the herd, the great animals moving aside in front of the ponies and closing ranks again behind like water around a ship. It is a remarkable fact that the buffalo, although encircling the hunters, kept their distance about equal to the range of an Indian gun. Some years later when more powerful breech-loading and repeating rifles were in general use the buffalo became just that much more wary of approach. The great herd moved steadily onward day and night, the plains fairly shaking under the countless hoofs. Every pool of water for miles around was foul and yellow with their wallowings.

This adventurous ride, according to the records, continued for several days without any attack on the part of the buffalo or the hunters, with the exception of the shooting of one animal for food and the occasional charge of a bull who resented the proximity of the carts. As a rule, however, the apparent indifference of these animals to the strangers within their midst was astonishing.

As the hunters neared the scattered fringe of the vanguard of this mighty host, they decided to make some kills and started in pursuit of a small detached band. Now, however, hunting was not so simple. The clouds of dust that covered the plains soon obscured the little band as it darted away with surprising speed. However, a year-old calf became separated from the group and the hunters turned after it. But this gamey little fellow soon proved that it could take care of itself and that it could run with the best. It regained the herd unharmed and the hunters continued their attack on the main body, felling those they wanted.

As the hunters returned from the chase, walking their ponies, they were surprised to find that their mounts, which never stumbled while racing through the dust after the buffalo, now frequently stepped into badger holes, which honeycombed the plains, almost throwing their riders. The racing buffalo also, it seems, miraculously escaped these pitfalls.

The Indians of this particular western district at that time preferred to trade in the old " skin way " instead of the new fangled " money way " of pounds, shillings and pence and the avoirdupois weights which the Indians considered " mere foolishness " and very hard on the reasoning faculties. In the " made beaver " or " skin way " there were no complex calculations because a bag of pemmican was valued by the bag at a uniform price, whether the bag was larger or smaller than the average and likewise with a bale of dried meat, a bladder of rendered tallow or one of fine marrow fat. Company orders, however, made it obligatory to trade in the " money way " and a whole day was wasted by the Indians in argument and by their attempt to impress upon the white traders the evils of money trade.

The story is told that one day when trading was so brisk that the goods, including furs, dried meat, etc., received from the Indians, were simply piled in a mass on the floor, that an old Indian, who had a bad reputation as a trader, kept reappearing every half hour or so with a bladder of fat. The man at the scales was surprised to receive so many of these from the one man and all weighing exactly the same. His suspicions aroused, the weigher went around the pile and discovered that the old Indian had been repossessing himself of the marrow fat each time it had been tossed to the floor and reselling it several times. Seeing he was discovered the Indian dashed away and did not return while the traders were in that district.

The extraordinary effect on the Indian traders of a total eclipse of the sun is related as follows. During a cloudless August afternoon in 1869 when a large number of Indians was trading at the post, the light began to fade. Soon throughout the encampment there was wild confusion. The Indian women began a dismal wailing interspersed with shrieks. The warriors rushed to arms and discharged volley after volley into the air, while tom-toms began to beat, accompanied by the rattles of the medicine men. Wilder and wilder grew the scene, the tempo of the tom-toms increased and the warriors broke into a war dance, emitting blood-curdling war whoops. In the momentary lulls could be heard the deep-toned prayer of some medicine man to his diety imploring that the world might be saved from everlasting night. All this frenzied activity was, it appears, for the purpose of frightening off " the monster which was swallowing the sun."

However, darkness continued to creep over the land, the twilight deepened and stars appeared. As the face of the sun was completely obscured the tumult faded in discouragement, then was renewed in desperation. Finally persistence had its reward. Slowly the edge of the disk reappeared. Taking heart at this first promise of victory, the warriors suddenly returned to the fray with renewed vigour. The god of light was emerging victorious from his conflict with Mitche Manitou—the devil of darkness. The boom of drums sounded through the pæan of praise and thanksgiving which arose on every side, and soon daylight was restored in undiminished glory. That job done the Indians returned to their trading.

HERE AND THERE

The following was received by the *Editor* from W. G. Stamp, Collector of Customs and Excise, Fort Erie, Ontario:—

The responses to inquiries made by our officers of departing Canadians respecting the intent and purpose of their departure from Canada in connection with the issuance of Foreign Exchange Control Board Travel Permit Application (form H-short form), very often bring some amusing replies. For instance, in response to an officer's question as to whether the departure from Canada was for social or business purposes, the applicant replied, "Not by a darn sight. I'm going over to try and get my nephew out of jail."

On another occasion a young man, driving a small car bearing numerous inscriptions and devices, which he had evidently painted thereon, accompanied by a young lady, was questioned by the officer as to the amount of currency he was taking out of Canada. The young lady volunteered the remark that she did not have a penny. The young man hesitated and finally, with a flushed face, asked the officer if he could speak with him privately. Accompanying him to the far end of the office and out of hearing of the young lady, the young man, in a whisper, informed the officer that he had seventy cents in Canadian funds in his possession, that he did not intend to expend any part of it in the United States as he was going over only for the purpose of visiting relatives, but he did not believe his companion was aware of this, but might have the thought in mind that she was being taken to the city to be entertained. The officer gravely assured the young man that he would do nothing that would lead his friend to believe otherwise, and was rewarded by expressions of gratitude.

G. C. Gardner, Collector, forwarded to the *Editor* from Niagara Falls a copy of a letter sent out by students of the Stamford Collegiate-Vocational Institute of Niagara Falls to residents of the United States who, possessing time and means, could be considered prospective tourists to Canada. To date nearly two thousand letters have gone out, reaching persons in almost every state in the Union, and many appreciative replies have been received. The letter reads as follows:—

The Home Front League, Stamford Collegiate Institute, Niagara Falls, Ontario, "A Few Facts for our Tourist Friends". The immigration regulations regarding citizens of the United States whether American born or naturalized, impose no restrictions whatever on their entering or departing. No passports are required. Naturalized citizens would be advised to carry some identification.

The Foreign Exchange Regulations of Canada in no way affect visitors bringing money into the country, or taking it out again as long as it is not more than they brought in. A premium is allowed on every dollar spent in Canada.

The British Navy still makes possible a plentiful supply of English textiles and china which you will find featured beside the products of our own Canadian handicraft. The United States Customs regulations permit tourists spending forty-eight hours in Canada to take back with them, duty free, merchandise to the value of one hundred dollars.

Hunters and fishermen may bring with them any sporting equipment free of duty (with the exception of automatic firearms). Special precautions must be taken at present and a permit is now necessary for firearms. To obtain this permit write or wire in advance to the Commissioner, Royal Canadian Mounted Police, Ottawa, giving name, address, occupation, duration of visit, the port of entry into Canada—together with description, make and serial number of each firearm. Your permit will be waiting for you at the port you specified.

It is true, we are conserving American dollars by placing restrictions on travel and luxury purchases in the United States, but please remember that every American dollar spent by tourists is going straight back home to purchase tanks, planes and munitions to win that victory that will preserve our common ideals of Freedom and Democracy.

We cordially invite you to travel North this summer and to enter our wide open doors. We promise you the warm hospitality of one Good Neighbour to Another.

The following editorial appeared in a recent issue of the *Northern Miner*:—

Designed to define more clearly and favourably the prospector, his backer and those who promote and participate in mining exploration generally, a ruling of C. Fraser Elliott, K.C., Commissioner of Income Tax, Ottawa, will no doubt be most favourably received in mining circles. Those mining men, officials of organizations interested, who have seen the memorandum of instructions to income tax offices, pronounce it satisfactory.

The memorandum distinguishes between those engaged in mining exploration and those whose main business is the buying and selling of claims and securities. Profits of the latter are considered taxable. Provision is made for the distribution of proceeds from the sale of property or stocks by individuals, syndicates and corporations. One method suggested by the memorandum is for a reduction of capital or the winding up of a syndicate or company to effect a distribution free of income taxation.

The following interesting story appeared in a recent issue of the *Montreal Star:—*

This is a true story of a good United States citizen who is also a good Canadian.

A year or so ago a young businessman visited the local income tax office. He explained to the official who interviewed him that he had been in business in Canada and wished to settle his 1939 income tax before leaving for Europe to drive an ambulance for the French Army.

The official was interested and ventured the remark that his visitor was giving up a good deal to go "over there". "Is it in the spirit of adventure?" he asked. "Not altogether," was the reply, "but that feeling that compels one to do something for people in trouble." He then paid his tax and left.

The official promptly forgot his visitor's name, but not his personality. Later he read a magazine article dealing with the experiences of United States ambulance drivers in France during the German invasion. Reading that story of the "blood, sweat and tears," he wondered what had become of the young American.

One morning last week the tax official walked out of his office to the inquiry counter. In front of the counter stood the young American, as debonair and unruffled as a year before. "Do you remember me?" he asked.

"Remember you" said the official, "I have thought of you a hundred times."

They talked of France. No, said the American, in reply to questions, he did not think the magazine article had exaggerated things. In fact, he had written it himself.

"Well," said the income tax man, "what can we do officially for you to-day?"

"You see, it's like this," said the American, "I was in Canada for two months in 1940 and last year we only settled the 1939 tax. I want to pay my 1940 tax before I join the United States Navy."

He paid it.

An historical summary of the Canadian tobacco industry has been prepared by the Dominion Bureau of Statistics and the Department of Agriculture. It traces the gradual expansion of the industry from early settlement days when tobacco growing was discouraged to its present status as an important contributor to the national income. In 1939 the output of the industry was valued at $90·6 million dollars, and the crop of raw leaf produced in that year returned to the growers 19·4 million dollars.

The major development in the industry has taken place since 1926 and has been due almost entirely to the phenomenal increase in the production of flue-cured tobacco, particularly in Ontario. The total crop in 1939 reached the record level of 107·7 million pounds and exports for that year totalled 32·2 million pounds. Loss of export markets due to the war, a sharp cut in acreages and extensive frost damage to the flue-cured crop reduced total output in 1940 to approximately 60 per cent of the previous year and reversed the trend of production which had been sharply upward since 1936.

The total production of manufactured products in 1939, including excise duties, was valued at 90·6 million dollars as compared with 88·1 million dollars in 1938. Consumption of tobacco products, as indicated by tax-paid withdrawals in 1939, amounted to 7,571·8 million cigarettes, 165·7 million cigars and 34·4 million pounds of other manufactured tobacco.

The annual domestic consumption of leaf tobacco averages approximately 42 million pounds. The proportion of home-grown tobacco used in Canadian manufacture rose steadily from 54 per cent in 1930 to 90·4 per cent in 1939. The increase has been chiefly in flue-cured varieties and is accounted for by the increase in the domestic consumption of manufactured products, particularly cigarettes, while at the same time there has been a steady improvement in the quality of the locally grown flue-cured leaf. This increased use of domestic leaf has been accompanied by a decrease in imports from

14·3 million pounds in 1931 to 3·8 millions in 1940.

Exports of raw leaf increased from 6·7 million pounds in 1931 to 32·2 million pounds in 1939, but the restrictions on export markets owing to difficulties in securing foreign exchange resulted in a total export of less than 10 million pounds in 1940.

There were 9,906 fur farms in operation in Canada in 1939, with a value of $14,349,887, recording a reduction of 548 in the number of farms and a decrease of $2,510,309 in the value of property from 1938. The decrease in number of farms was confined to Quebec and the Maritime Provinces, but the decrease in value of property was general and was due in part to the smaller number of silver foxes retained on the farms and in part to the lower values placed on fur-bearing animals.

The total fur farm revenue in 1939 derived from the sales of live animals and pelts was $5,801,518, a reduction of $681,298 or 11 per cent from 1938. Revenue amounting to $5,205,909 from the sale of pelts accounted for a large proportion of the total, the balance of $595,609 was from the sale of live animals.

The number of pelts sold from the farms was 438,407 compared with 346,189 in 1938. A total of 236,178 silver fox pelts constitutes a high record for this branch of the industry. A high record was also established for ranch mink, there being 170,296 sold. Average prices for both kinds were lower than in previous years.

WAR EXCHANGE CONSERVATION ACT, 1940

Foreign Raw Leaf Tobacco

The following regulations, effective January 2, 1941, have been established by the Honourable, the Minister, under authority of Section 4 of the War Exchange Conservation Act, 1940.

REGULATIONS

1. Raw leaf tobacco of any type, when imported from, and being of the growth or produce of any country within the Sterling area or Newfoundland, is not subject to provisions of the War Exchange Conservation Act, 1940, or regulations made thereunder. No import permit is therefore required and the quantity of such tobacco "taken for use" or "removed ex-warehouse in bond to licensed tobacco or cigar manufacturers" during the calendar year shall not be included in the licensees' quota as herein established.
2. Import permits will not be granted for importations from countries outside the Sterling area or Newfoundland of types known as "burley", "Turkish" or "dark air-cured" but any quantities in Customs bonded warehouse or in transit to Canada on or before the second day of December, 1940, may be utilized without restriction.
3. Notwithstanding the quantities of foreign raw leaf tobacco in Customs bonded warehouse on the premises of licensees or in transit to Canada on or before the second day of December, 1940, tobacco or cigar manufacturers may import, under departmental permit to be obtained in advance, and/or may "take for use" during the calendar year 1941, under supervision of the Excise Officer in Charge, the various types and quantities indicated by the following tabulation:—

Types—Quantities

Perique—not exceeding the average, "taken for use" during the calendar years 1938, 1939 and 1940.

Latakia—not exceeding the average, "taken for use" during the calendar years 1938, 1939 and 1940.

Cigar Wrapper—not exceeding the average, "taken for use" during the calendar years 1938, 1939 and 1940.

Bright Virginia, flue cured—not exceeding two-thirds of the average, "taken for use" during the calendar years 1938, 1939 and 1940.

Dark fired—not exceeding three-quarters of the average, "taken for use" during the calendar years 1938, 1939 and 1940.

Cigar binder—not exceeding three-quarters of the average, "taken for use" during the calendar years 1938, 1939 and 1940.

Cigar filler—not exceeding three-quarters of the average, "taken for use" during the calendar years 1938, 1939 and 1940.

4. The average quantity, in standard pounds, of each particular type "taken for use" during the calendar years 1938, 1939 and 1940, as established by sworn statement of the licensee and certified correct by the Excise Officer in charge, may be converted to actual or net weight on the basis of the yield in standard pounds of each type imported and entered "For Warehouse" during the calendar year 1940, as ascertained by the licensee and certified correct by the Excise Officer in charge.

5. Licensees shall ensure that on the conversion basis established in the preceding section the aggregate quantities for which import permits are requested are not in excess of their quota, otherwise permits may be withheld pending adjustment satisfactory to the department.
6. The quotas of the different types of raw leaf tobacco herein established in respect of licensed tobacco or cigar manufacturers shall not be affected by removals ex-warehouse "in bond" or transfers "duty paid" under Special Permit Form E.132, as mentioned by Circular G.255, Sections 39 to 48 inclusive, provided that foreign raw leaf tobacco removed ex-warehouse in bond by a Customs bonded warehouse proprietor other than a licensed tobacco or cigar manufacturer shall be debited against the quota of the receiving licensee in the same manner as an importation.
7. Notwithstanding the quantities of foreign raw leaf tobacco in warehouse or in transit to Canada on or before the second day of December, 1940, Customs bonded warehouse proprietors, not being licensed as tobacco or cigar manufacturers, may import under departmental permit to be obtained in advance and/or may "remove ex-warehouse in bond to licensed tobacco or cigar manufacturers" during the calendar year 1941, under supervision of a Customs Excise Officer, the various types and quantities indicated by the following tabulation:—

Types—Quantities

Perique—not exceeding the average, "removed ex-warehouse in bond to licensed tobacco or cigar manufacturers" during the calendar years 1938, 1939 and 1940.

Latakia—not exceeding the average, "removed ex-warehouse in bond to licensed tobacco or cigar manufacturers" during the calendar years 1938, 1939 and 1940.

Cigar Wrapper—not exceeding the average, "removed ex-warehouse in bond to licensed tobacco or cigar manufacturers" during the calendar years 1938, 1939 and 1940.

Bright Virginia, flue cured—not exceeding two-thirds of the average, "removed ex-warehouse in bond to licensed tobacco or cigar manufacturers" during the calendar years 1938, 1939 and 1940.

Dark fired—not exceeding three-quarters of the average, "removed ex-warehouse in bond to licensed tobacco or cigar manufacturers" during the calendar years 1938, 1939 and 1940.

Cigar binder—not exceeding three-quarters of the average, "removed ex-warehouse in bond to licensed tobacco or cigar manufacturers" during the calendar years 1938, 1939 and 1940.

Cigar filler—not exceeding three-quarters of the average, "removed ex-warehouse in bond to licensed tobacco or cigar manufacturers" during the calendar years 1938, 1939 and 1940.

8. Special departmental permits under the War Exchange Conservation Act, 1940, are to be obtained in advance by Customs bonded warehouse proprietors, not being licensed as tobacco or cigar manufacturers, and be presented to Collectors along with removal entries covering raw leaf tobacco imported from countries outside the Sterling area or Newfoundland, unless such removals be for export or as respects tobacco imported or in transit to Canada on or before December 2, 1940. An extra copy of all such removal entries is to be forwarded to the department attached to the regular entry.

DOMESTIC EXPORTS IN FEBRUARY

The value of Canada's domestic exports, excluding gold, moved higher in February, aggregating $99,597,252 compared with $71,078,946 in February, 1940. The total for the first two months of 1941 was $186,518,720 compared with $161,179,079 in the like period of 1940. Exports in February of foreign merchandise totalled $935,891, compared with $1,235,125 in February, 1940, and the total for January and February this year was $2,967,082 compared with $1,988,829 in 1940.

Leading domestic exports in February follow, with 1940 figures in brackets: non-ferrous metals, $18,462,000 ($14,008,000); newsprint paper, $10,324,000 ($8,247,000); meats, $10,050,000 ($3,879,000); wheat $7,857,000 ($5,775,000); automobiles and parts $7,281,000 ($1,925,000); wood pulp $5,436,000 ($3,399,000); planks and boards $4,393,000 ($2,913,000); chemicals $2,935,000 ($2,294,000); fishery products $2,930,000 (2,204,000); wheat flour $2,000,000 ($2,136,000).

Other leading exports: rubber $918,000 ($1,099,000); cattle, except for stock $659,000 ($408,000); furs, chiefly raw $1,357,000 ($1,764,000); cotton $1,179,000 ($658,000); red cedar shingles $771,000 ($565,000); pulpwood $776,000 ($541,000); pigs, ingots, etc., $1,503,000 ($449,000); machinery, other than farm $1,292,000 ($855,000); stone $894,000 ($690,000); fertilizers $1,088,000 ($804,000); electrical energy $510,000 $319,000).

NEWS AND COMMENT

Ottawa: Leading Aircraftsman Eric Williams was killed March 12, 1941, when the Royal Canadian Air Force training plane in which he was flying solo crashed after colliding with another plane. Mr. Williams was a member of the staff of the Records Branch at Headquarters, having entered the National Revenue service five years ago. He was granted leave of absence in August last year, for military service. He was born at Imperial, Saskatchewan, and was twenty-three years old. His untimely death is much regretted by his colleagues in the Department.

On February 7, 1941, two employees of the Income Tax Division with approximately twenty years of service died. The late P. L. Durant of the Halifax District Office was appointed to his position on June 13, 1921. His duties were that of an Assessor and his work was performed efficiently. Although only forty-seven years of age, he had made application for retirement on account of ill health, but before the necessary procedure had been carried out, he died suddenly.

The late P. J. Heelan of the Montreal District office was appointed to his position as an Assessor on September 1, 1920. He was a conscientious employee and fulfilled his duties in a satisfactory manner. As he always enjoyed good health, his sudden death was a shock to his associates in the District office. Mr. Heelan was sixty-five years of age.

Kincardine, Ont.: Earl Hall of the Customs-Excise staff of this outport for the past ten years, died March 13, 1941. A lifelong resident of Kincardine, Mr. Hall took an active part in the community, fraternal, and church affairs. Prior to entering the Customs service he was employed by a local textile firm. He was fifty-three years old.

Stratford, Ont.: James Stewart, a former Collector at this port, died March 20, 1941. He entered the Customs service in 1913 as Preventive Officer and was appointed Collector in 1930, retiring on superannuation in 1935. Mr. Stewart was active in municipal affairs, and served on the City Council as Alderman for two years. He was managing director and secretary-treasurer of the Stratford Agricultural Society.

Hamilton: Customs-Excise collections at the port of Hamilton, Ontario, for the month of February increased by $932,756, to a total of $2,249,282 compared with the same month last year when $1,316,526 was collected. The largest revenue was received from sales and Excise taxes (domestic) amounting to $945,421. Then followed: import duty $475,201, Excise duty $384,574, War Exchange tax $326,520, sales tax on imports $114,035, Excise tax on imports $3,250, sundry collections $281.

Niagara Falls: During the month of February last, a total of 51,824 automobiles, inward and outward, cleared through the port of Niagara Falls. United States cars inward numbered 21,533, outward 20,878; Canadian cars inward 4,653, outward 4,760. Other vehicles numbered 4,080; inward 2,065, outward 2,015. Passengers totalled 190,450, inward 95,645, outward 94,805.

Sixty-day touring permits issued during the month totalled 1,701, while the number of United States cars entered for stays of 48 hours or less was 19,865. Buses inward numbered 1,009, outward 994.

Montreal: Revenue collected at the Customs express branch, Montreal, during February last, increased by $186,676 to a total of $389,443, compared with the same month a year ago. Packages received numbered 14,507, decrease 1,873, entries 3,366, increase 274. Collections at the postal branch totalled $87,558, an increase over February last year of $19,097. Parcels received numbered 20,408, decrease 6,376, parcels cleared 19,635, decrease 6,755, entries 2,298, increase 403.

International air traffic through the Customs Air Harbour, St. Hubert, Quebec, during the month of February, increased at most points compared with February last year. Aeroplanes inward and outward numbered 337, an increase of 74, passengers 2,302, an increase of 106, pieces of baggage carried 3,120, an increase of 87. Totals in detail for February, showing comparison with the same month of 1940, were:—

Aeroplanes inward 163, increase 32, outward 174, increase 42; passengers inward 1,133, increase 134, outward 1,169, decrease 28; pieces of baggage inward 1,542, increase 174, outward 1,578, decrease 87; express parcels inward 138, increase 63, outward 48, increase 13; bags of mail inward 484, decrease 1, weight 3,847 pounds, decrease 33, outward 438, decrease 61, weight 2,858 pounds, decrease 478.

Toronto: Collections at the Customs express branch, Toronto, for the month of February more than doubled compared with the same month of 1940, totalling $412,841 as against $193,634 a year ago, an increase of $219,207. Packages received numbered 16,334, a decrease of 632, entries 4,588, an increase of 470. At the Customs postal branch collections for February increased by $25,348 to a total of $86,014. Packages received totalled 29,157, decrease 8,160, packages delivered 28,278, decrease 5,361, entries 2,636, decrease 324.

Six United States aeroplanes were entered through the Customs air harbour during the month and 7 were cleared outward. Passengers numbered 14 and pieces of baggage 122. During February last year 24 aeroplanes were handled, while passengers numbered 21, pieces of baggage 57.

MINERAL PRODUCTION IN 1940

Canada's mineral production was valued at $529,179,434 in 1940. This was an increase of 11·5 per cent over 1939 and constituted a record. The year under review is the first in which the production of Canadian mines passed the half-billion dollar mark. Gains over 1939 were registered in all groups. Metals production at $382,876,328 showed an increase of 11·5 per cent. Fuels, including coal, natural gas and crude petroleum were valued at $78,643,991, a gain of 11 per cent. Non-metallic minerals other than fuels reached $25,791,407—up 3 per cent, and structural materials advanced 18·4 per cent to $41,867,708.

Gold production totalled 5,322,857 fine ounces worth $204,929,995, an increase in value of 11·3 per cent. The price of gold remained constant throughout the year at $38.50 per fine ounce compared with an average value in 1939 of $36.14. Silver output at 23,815,715 fine ounces was valued at $9,109,273, an increase of 2·8 per cent in quantity, whereas there was a decrease in value owing to a drop in the average yearly price.

The combined value of the base metals—nickel, copper, lead and zinc was $155,839,877, an increase of 14·36 per cent. The value of the remaining metals aggregated $12,997,183.

In the fuels group, coal production reached 17,551,326 short tons, an increase of 13 per cent. Natural gas at 35,954,000 M cubic feet, exceeded the previous year by 2·2 per cent and crude petroleum output totalled 8,717,345 barrels against 7,826,301 barrels in 1939.

Non-metals, exclusive of fuels, aggregated $25,791,407, an increase of 3 per cent. Among the more important of those showing increases over the previous year, and for which data are released for publication, are gypsum, quartz, salt, silica brick and sodium sulphate.

In the structural materials group, clay products were valued at $6,353,009 against $5,151,236 in 1939. Cement gained 32 per cent to 7,559,648 barrels. Lime production reached 710,682 tons compared with 552,209 tons during the preceding twelve months. Stone output totalled 6,976,561 tons valued at $6,956,318 against 5,443,522 tons worth $6,455,696 in 1939, and sand and gravel output was approximately the same as in the preceding year.

Canada's best customer in 1940 was the United Kingdom, which purchased Canadian commodities valued at $508,055,000 as compared with $328,099,000 in 1939.

INCREASE IN WOOL PRODUCTION

Total wool production in Canada in 1940 was 18,127,000 pounds as compared with 17,846,000 pounds in 1939. Shorn wool production amounted to 13,822,000 pounds, an increase of 253,000 pounds over the 1939 clip. An increase in the number of sheep shorn was responsible for the increase in the shorn wool production. Cash income from the 1940 wool clip is estimated at $2,329,000, a gain of $892,000 over cash income for the 1939 clip. Consumption of wool in Canada in 1940 amounted to 101,616,000 pounds, greasy basis, which is the highest figure in the last 10 years. Consumption in 1939 amounted to 64,900.000 pounds and for the five years, 1934 to 1938, averaged 61.958,000 pounds a year. The high level of consumption in 1940 resulted largely from Government orders for clothing for the armed services.

Although the average yield per fleece in 1940 was one-tenth of a pound less than the 1939 yield, an increase of 55,400 in the number of sheep shorn brought the total clip to 13.822.000 pounds as compared with 13.569,000 pounds in 1939. The 1940 clip exceeded the 1939 clip in Nova Scotia, Quebec, Saskatchewan and British Columbia.

Gross income from the 1940 wool clip totalled $2.645.000 compared with $1,827,000 from the 1939 clip. Most of this improvement in gross income was due to an increase from 13·5 to 19·1 cents per pound in the average price received. Prices received were sharply higher in all provinces.

Stocks of wool on farms at December 31, 1940, amounted to 1,496.000 pounds, a reduction of 86,000 pounds from the stocks at December 31. 1939. Stocks were larger in Quebec, Manitoba, Alberta and British Columbia. Of the total stocks held on farms at December 31, 771.000 pounds were reported being held for home consumption and 725.000 pounds for sale.

The cash income from the sale of Canadian farm products in 1940 is estimated at $714.700,000 compared with $702,800,000 in 1939.

PRODUCTION OF PETROLEUM

The Canadian production of crude petroleum and natural gasoline in December, 1940, amounted to 738,454 barrels compared with 893,438 in the preceding month and 502,920 in December, 1939. Production during the calendar year 1940 aggregated 8,718,063 barrels or 11·2 per cent above the output in 1939.

Natural gas production in December totalled 4,409,617,000 cubic feet compared with 3,896,425,000 in November and 3,992,059,000 in December, 1939. During the calendar year 1940 the output totalled 35,952,500,000 cubic feet, representing an increase of 2·2 per cent over the 1939 production.

GOLD PRODUCTION

Gold production in November, 1940, amounted to 450,006 ounces valued at $17,325,231 compared with 467,441 valued at $17,996,478 in the previous month and 424,987 at $16,361,999 in November, 1939. Output during the eleven months ending November aggregated 4,852,788 ounces valued at $186,832,337 compared with 4,659,833 at $167,434,515 in the corresponding period of 1939.

PRODUCTION OF BUTTER AND CHEESE

An advance of 8·2 per cent was recorded in the production of creamery butter in February, 1941, the total being 9,904,095 pounds as compared with 9,149,420 in February, 1940. A sharp decline was shown in the output of factory cheese, aggregating 973,480 pounds compared with 1,830,874 a year ago.

Passengers carried by civil aircraft in Canada during the third quarter of 1940 totalled 53,604 as against 37,856 in the second quarter of the year.

JUST AMONG OURSELVES

MARCH-APRIL

ADDITIONS

Nova Scotia

Halifax: T. F. Flanagan, Clerk, Grade 2; A. J. Vaughan, Clerk, Grade 1.

New Brunswick

Campbellton: R. J. Manuel, Customs Excise Examiner.

Saint John: William Harris, Clerk, Grade 1.

Ontario

Sarnia: R. T. Henderson, Customs Truckman.

Walkerville: A. J. Shalhoub, Clerk, Grade 1.

Administrative

F. Ciavaglia, Office Boy; F. A. Fisher, Stenographer, Grade 1; J. E. Maluish, Stenographer, Grade 1; C. R. Page, Stenographer, Grade 1; J. M. Steinberg, Office Boy; G. M. Venables, Stenographer, Grade 1; J. P. Whelan, Office Boy.

Customs Inspection

Nova Scotia

Halifax: M. L. Parsons, Stenographer, Grade 1.

Excise Inspection

Quebec

Montreal: P. R. Choquette, Stenographer, Grade 1.

Audit

Quebec

Montreal: Mrs. A. P. Foss, Stenographer, Grade 2; W. J. S. McEntee, Excise Tax Auditor, Grade 2.

Ontario

Toronto: M. L. Barber, Stenographer, Grade 1.

Saskatchewan

Regina: S. C. Dale, Excise Tax Auditor, Grade 2.

DEDUCTIONS

Nova Scotia

Kentville: J. L. Warren, Collector of Customs and Excise, Grade 1 Port (Retired).

New Brunswick

Woodstock (Aroostook Junction): Robert Kelly, Sub-Collector of Customs and Excise, Grade 1 Outport (Deceased).

Quebec

St. Hyacinthe: Jean Chicoine, Cashier and Computing Clerk (Deceased).

Ontario

Goderich (Kincardine): E. V. Hall, Sub-Collector Customs and Excise, Grade 1 Outport (Deceased).

Ottawa: McCulloch, Jos., Senior Customs Excise Clerk (Retired).

Toronto: Wm. Finucan, Principal Clerk (Deceased); W. J. McCallum, Computing Clerk (Retired); D. Watters, Customs Excise Clerk (Promoted and Transferred to Civil Service Commission).

Windsor: F. B. Dupont, Customs Excise Examiner (Resigned); H. J. Lambert, Customs Excise Examiner (Services terminated); W. J. Maw, Senior Customs Excise Examiner (Retired).

Manitoba

Winnipeg: W. R. Kennedy, Customs Appraiser, Grade 1 (Retired).

British Columbia

Cranbrook (Kingsgate): H. R. Graham, Sub-Collector of Customs and Excise, Grade 1 (Retired).

Prince Rupert: H. T. Cross, Customs Appraiser, Grade 2 (Retired).

Vancouver: G. Chapman, Customs Appraiser, Grade 1 (Retired); G. H. Sweet, Customs Excise Examiner (Retired).

Administrative

Reuben Kalin, Clerk, Grade 2 (Services terminated); E. A. Rooney, Clerk, Grade 4 (Retired); Margaret Ross, Stenographer, Grade 1 (Re-assigned to another Department); E. M. Steeves, Stenographer, Grade 1 (Re-assigned to another Department).

Investigation—Drawbacks

Ontario

Hamilton: H. S. Moss, District Supervisor of Drawback Investigators (Retired).

PROMOTIONS

Quebec

Montreal: J. A. Guilbault, from Senior Customs Excise Clerk to Customs Appraiser, Grade 1.

Sarnia: D. K. MacDonald, from Customs Excise Examiner to Senior Customs Excise Examiner.

Manitoba

Winnipeg: V. A. Tait, from Computing Clerk to Customs Appraiser, Grade 1.

Alberta

Edmonton: M. A. McLeod, from Express and Postal Computing Clerk to Computing Clerk.

British Columbia

Cranbrook (Rykerts): R. W. Crawford, from Customs Excise Examiner, Limited Service Outport, Seasonal, to Sub-Collector of Customs and Excise, Limited Service Outport.

Vancouver: John James, from Customs Truckman to Senior Customs Guard; G. G. Lucas, from Customs Guard to Customs Excise Examiner.

Victoria: Jack Fawcett, from Clerk, Grade 1 to Customs Excise Examiner.

Administrative

H. K. Hawkins, from Clerk, Grade 2, to Clerk, Grade 3; E. S. Huson, from Clerk, Grade 3, to Clerk, Grade 4; J. W. I. C. Jette, from Clerk, Grade 3, to Clerk, Grade 4.; E. E. Smith, from Stenographer, Grade 1, to Stenographer, Grade 2.

Audit Branch

Ontario

Toronto: G. H. Clifford, from Cashier and Computing Clerk to Computing Clerk.

PRELIMINARY COMPARATIVE STATEMENT OF ESTIMATED CUSTOMS AND EXCISE REVENUE RECEIVED DURING THE MONTH OF MARCH 1940 AND 1941

—	1940	1941	Increase	Decrease
	$ c.	$ c.	$ c.	$ c.
Customs Duties	9,705,935 54	14,380,530 37		
Less Refunds and Drawbacks	798,486 24	1,525,245 59		
Net	8,907,449 30	12,855,284 78	3,947,835 48	....
Excise Taxes	14,243,397 17	28,813,063 37		
Less Refunds and Drawbacks	239,775 57	697,010 60		
Net	14,003,621 60	28,116,052 77	14,112,431 17	....
Excise Duties	5,549,072 22	8,691,312 83		
Less Refunds and Drawbacks	34,014 42	45,255 47		
Net	5,515,057 80	8,646,057 36	3,130,999 56	....
Sundry Collections	61,911 12	46,268 24		
Less Refunds	3 50	68 75		
Net	61,907 62	46,199 49	....	15,708 13
Net Totals	28,488,036 32	49,663,594 40	21,191,266 21	15,708 13
Net Increase	....	....	21,175,558 08	....

ESTIMATED TOTALS FOR TWELVE MONTHS

—	1939-40	1940-41	Increase	Decrease
	$ c.	$ c.	$ c.	$ c.
Customs Duties	108,796,149 09	144,874,660 17		
Less Refunds and Drawbacks	9,529,237 53	17,443,700 77		
Net	99,266,911 56	127,430,959 40	28,164,047 84	....
Excise Taxes	162,408,775 64	276,123,055 86		
Less Refunds and Drawbacks	3,674,049 79	4,834,027 42		
Net	158,734,725 85	271,289,028 44	112,554,302 59	....
Excise Duties	64,586,352 57	90,232,327 26		
Less Refunds and Drawbacks	826,904 46	994,096 06		
Net	63,759,448 11	89,238,231 20	25,478,783 09	....
Sundry Collections	598,450 25	599,620 18		
Less Refunds	251 54	506 54		
Net	598,198 71	599,113 64	914 93	....
Net Totals	322,359,284 23	488,557,332 68	166,198,048 45	....
Net Increase	....	....	166,198,048 45	....

COMPARATIVE STATEMENT OF INCOME TAX REVENUE RECEIVED DURING THE MONTH OF MARCH, 1940 AND 1941

—	March 1940	March 1941	Increase	Decrease
	$ c.	$ c.	$ c.	$ c.
Net Collections	5,896,919 96	39,958,805 76	34,061,885 80	....

TOTALS FOR TWELVE MONTHS

—	1939-40	1940-41	Increase	Decrease
	$ c.	$ c.	$ c.	$ c.
Net Collections	134,448,565 89	272,138,290 24	137,689,724 35	....

INCOME TAX COLLECTIONS BY DISTRICTS

Comparative statement of net collections by districts received during the months April to March inclusive of the fiscal years 1939-40 and 1940-41. (Decrease marked *).

Districts	1939-40	1940-41	Increase or Decrease
	$ cts.	$ cts.	$ cts.
Charlottetown	610,083 00	747,670 48	137,587 48
Halifax	2,107,619 59	4,751,280 84	2,643,661 25
Saint John....	1,332,635 05	3,251,628 61	1,918,993 56
Quebec	1,852,845 91	3,945,645 07	2,092,799 16
Montreal	36,116,822 66	72,586,271 48	36,469,448 82
Ottawa........	8,371,726 35	16,602,518 68	8,230,792 33
Kingston......	433,332 70	1,227,213 67	793,880 97
Belleville......	575,016 71	1,346,848 87	771,832 16
Toronto.......	44,813,160 41	85,762,982 02	40,949,821 61
Hamilton.....	9,625,718 34	23,202,190 45	13,576,472 11
London.......	10,986,069 32	20,047,204 20	9,061,134 88
Fort William..	447,548 62	1,479,286 24	1,031,737 62
Winnipeg......	3,904,610 16	8,272,319 86	4,367,709 70
Regina........	370,387 53	1,182,962 76	812,575 23
Saskatoon.....	197,662 65	638,331 33	440,668 68
Calgary.......	2,300,284 36	4,538,488 71	2,238,204 35
Edmonton	630,553 53	1,802,169 56	1,171,616 03
Vancouver....	9,679,932 32	20,542,249 41	10,862,317 09
Yukon........	92,556 68	211,028 00	118,471 32
Total.....	134,448,565 89	272,138,290 24	137,689,724 35

The
National Revenue Review

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TOURIST SEASON IS HERE AGAIN

TRADE AND REVENUE FACTS

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May, 1941

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No. 8

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Department of National Revenue

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Private Secretary, W. O. Davis

Commissioner of Customs, H. D. Scully
Commissioner of Excise, David Sim
Commissioner of Income Tax, C. F. Elliott, K.C.
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General Executive Assistant, P. L. Young

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The Welcome Sign is Out

WITH the opening of the tourist season officers of the Customs Division at border ports and outports throughout the Dominion are ready once again to make smooth the path of these welcome visitors entering the wide-flung gates of Canada. From the date of its first issue in October, 1927, the REVIEW has stressed the importance of courteous assistance by the Department's officers to those who come on vacation bent. The same high standard of service will be rendered once more this season as in the past. The welcome sign is out.

Exemptions and Allowances

AN Order in Council dated March 31, 1941, was passed dealing with the exemptions and allowances for dependents under the Income War Tax Act. It reads as follows:—

> The Board recommend that, under the authority of the War Measures Act, every person resident in Canada who is liable to Income Tax under the Income War Tax Act, on income of 1940 and thereafter, shall be granted the exemptions and allowances provided in paragraphs (*c*) (*e*) and (*i*) of Section 5 of the Act, only if such dependents are maintained in Great Britain or any of its self-governing colonies or dependencies or in the Dominions of the British Commonwealth of Nations, or in a country contiguous to Canada.

Changes in List of Customs-Excise Ports

COLLECTORS are advised of the following changes:—

BRIDESVILLE, B.C., an Outport and Warehousing Port under the survey of the Port of Penticton, B.C., closed as from the 1st May, 1941.

HERSCHEL ISLAND, Y.T., an Outport and Warehousing Port under the survey of the Port of Edmonton, Alta., closed as from the 1st May, 1941.

MARGARETSVILLE, N.S., a Postal Collecting Station under the survey of the Port of Middleton, N.S., closed as from the 1st April, 1941.

Gold Production

CANADA'S gold production in January, 1941, totalled 434,259 ounces valued at $16,718,971 compared with 450,132 ounces valued at $17,330,082 in the previous month and 424,381 ounces valued at $16,338,668 in January, 1940.

They Come in Winter Too

EVEN during the winter season United States automobile tourists come to this country from all states of the Union for stays of from a few hours up to six months. During February last out of a total of 133,322 United States cars to cross into Canada, 21,285 were entered under 60-day touring permits, 29 for periods up to six months, while 109,870 cars entered for short stays of 48 hours or less. A total of 2,138 cars was brought in for purposes other than touring. In addition to these American tourists, cars were entered from Hawaii (4), Alaska (4), Mexico (3), and the United Kingdom (1). During February, 1940, a total of 150,392 cars was entered, showing a decrease for February this year of 17,058.

Ontario entered the largest number of cars under 60-day touring permits, totalling 10,479 followed by Quebec 4,791, British Columbia 4,696, New Brunswick 934, Manitoba 183, Alberta 147, Saskatchewan 65, Nova Scotia 8. Ontario also entered the largest number of cars for stays of 48 hours or less, numbering 65,766, with New Brunswick in second place with 30,431. Quebec entered 1,502 cars for purposes other than touring.

A statement covering the entrance of United States cars under 60-day touring permits by ports shows Windsor in first place with a total of 4,908, followed by Pacific Highway, B.C., with 3,329, Fort Erie with 2,022 and Niagara Falls with 1,682. Other frontier points clearing substantial numbers of cars under 60-day permits were: Philipsburg, Que., 1,389, Lacolle, Que., 960, Sarnia, Ont., 822, Walkerville, Ont., 513. Windsor entered 24,900 cars for stays of 48 hours or less, St. Stephen, N.B., 19,963, Niagara Falls 19,865 and Fort Erie 14,440.

Of the twenty-one thousand cars entered under 60 day touring permits, during February, the border state of Michigan was represented by 5,795 cars, New York by 4,353 and Washington by 4,268. Fifty-six cars bore the licence plates of Texas, 20 of Florida, 5 of Alabama, 6 of Louisiana and 5 of Mississippi. New Mexico was the only state not represented during the month.

During February 9,315 Canadian cars were cleared outward. Of these 1,427 were cleared for periods of over 48 hours while the remainder 7,888, reported outward for stays of 48 hours or less. Ontario cleared 527 Canadian cars for extended stays, British Columbia 524, Quebec 155, Manitoba 138, Saskatchewan 39, Alberta 36, New Brunswick 8.

Pacific Highway reported 407 Canadian cars cleared outward during February for periods of over 48 hours, Fort Erie 148 cars, Emerson, Man., 133, Niagara Falls 130. Fort Erie cleared 2,127 Canadian cars outward for stays of 48 hours or less.

Season Starts with Rush

HERE is good news from Windsor conveyed to the *Editor* by Thomas Clark, Collector of Customs and Excise. International automobile travel through the port over the Easter week-end reached a new high for this time of year, exceeding last year Easter totals by 1,500 cars. Warm weather with temperatures as high as 87 degrees sent thousands of Americans to Canada for a visit—their first of a season which officials believe will be substantially better than 1940.

The total number of cars to use the Windsor-Detroit tunnel was 12,000. This was 750 more than used the tunnel a year ago. At no time was there any serious delay though several lanes of traffic were moving during the entire day. In the evening, traffic demanded considerable attention from city police in Windsor. At times there were six lanes of traffic moving.

The scene at the Ambassador Bridge was the same. There travel was steady in both directions for the greater part of the week-end. Sunday was the busiest in the memory of Customs and Immigration officers for any Easter they can recall. R. B. McDougald of the bridge company stated that business was up nearly 42 per cent over Easter a year ago—which was in March; and was 41 per cent better than the corresponding April 13, of last year. This is the only fair comparison to make, he explained, as Easter last year came so much earlier.

It is estimated that close to 20,000 cars used the two chief means of travel from Saturday noon to late Sunday night. This figure far outranks any Easter of the past at this point.

It approaches some of the more popular holiday week-ends, such as Decoration Day and the Fourth of July, the record for which is around 50,000 cars but the average closer to 30,000.

Most of the visitors were sightseers and those with summer cottages on the Canadian side. The latter made the first visit of the season to inspect properties which have been closed and boarded up all winter. Other thousands simply drove their cars here and there throughout the country, returning late in the evening.

Not only were Michigan licence plates common in the line-up but many were seen from adjoining states such as Ohio and Indiana, a few from Illinois and still fewer from distant states. There were several from California and Texas, the first of the long-distance tourist.

Contrasted with April 13 a year ago, temperatures during the week-end reached 87 degrees. Last year thermometers registered 21 degrees and Easter worshippers were greeted with an early morning snow storm.

The mild weather, the bright sun, the open road and thousands of new automobiles, combined to distract minds temporarily from war. Easter messages of hope from church and radio pulpit, the appearance of new life on every hand as motorists sped through country showing every sign of spring, gave many the diversion they desired—if only momentarily.

Hopes that American tourist traffic would continue this spring to cross this sector of the province in movement comparable with pre-war times were greatly encouraged when officials of the Peace Bridge at Fort Erie reported that the Easter movement exceeded 2,000 westbound automobiles. The Buffalo and Fort Erie ferries also reported the largest movement of American machines since Labour Day.

Air Traffic at St. Hubert

INTERNATIONAL air traffic through the Customs Air Harbour, St. Hubert, Quebec, during the fiscal year ended March 31, 1941, exceeded that of the previous fiscal year at nearly all points. Aeroplanes inward and outward for the respective years numbered 4,308 (3,617), passengers 32,491 (24,980), pieces of baggage 41,689 (32,103), bags of mail 12,316 (12,116), weight 87.662 pounds (102.877 pounds). Traffic totals in detail for the past fiscal year were: aeroplanes inward 2,167, outward 2,141; passengers inward 15,543, outward 16,948; pieces of baggage inward 19.827, outward 21,862; express parcels inward 1,619, outward 545; bags of mail inward 6,080, weight 49,702 pounds, outward 6,236, weight 37,960 pounds.

Flights cancelled owing to weather conditions inward 186, outward 168. This compares with inward 105, outward 107, flights cancelled during the previous fiscal year. Tourist permits issued numbered 27.

Excise Duty Collections

COMPARATIVE statement of Excise duty collections, in Canada, during the months of March, 1940, and March, 1941:—

March, 1941, spirits matured, $1,116,441; March, 1940, $919,637; March, 1941, spirits, unmatured, $115,394; March, 1940, $95.614; March, 1941, validation fee, $23,148; March, 1940, $60,259. March, 1941, malt, $1,713.578; March, 1940, $1.225,404. March, 1941, beer, $32,972; March, 1940, $25,346. March, 1941, malt syrup, $10.594; March, 1940. $10,167. March, 1941, cigars, $42,010; March, 1940, $32,808. March, 1941, cigarettes, $4,081,557; March, 1940, $2,712.923. March, 1941, manufactured tobacco, $783,008; March, 1940, $532,942; March, 1941, licences $23,056; March, 1940, $19.409. March, 1941, Canadian raw leaf tobacco, $25,689; March, 1940, nil. March, 1941, total $7,967,451; March, 1940, $5,634,513.

Comparative statement of tobaccos, cigarettes and cigars entered for consumption, in Canada, during the months of March, 1940, and March, 1941:—

March, 1941. tobacco, cut, 2.061,596 pounds; March, 1940, 1,893,267 pounds. March, 1941, tobacco, plug, 254.314 pounds; March, 1940, 233.430 pounds; March, 1941, tobacco, snuff, 58,612 pounds; March, 1940, 72,241 pounds. March, 1941, cigarettes, number 692.672,463; March, 1940, number 533,352,473. March, 1941, cigars, number 12,925,376; March, 1940, number 10.366,190. March, 1941, Canadian raw leaf tobacco 256,893 pounds.

Re: Trading with the Enemy

EFFECTIVE April 15, 1941, Yugoslavia (The Serb, Croat and Slovene Kingdom), is proscribed territory under the Trading with the Enemy Regulations and all importers who have goods originating in that country at Customs ports should be instructed by Collectors to apply to the Office of the Custodian, Department of Secretary of State, for a release, and the goods are not to be delivered pending such release.

Goods originating in Yugoslavia in Canada or actually in transit to Canada prior to April 15, 1941, may, when released by the Custodian, be entered at Treaty rates.

Collectors Advised

RE Exportation of Arms, Ammunition, Implements or Munitions of War Prohibited except under Permit.

Orders in Council P.C. 286 of January 23, 1940, (WM No. 16 Revised), P.C. 885 of February 29, 1940, (WM No. 16 Revised), P.C. 1471 of April 11, 1940, (WM No. 16 Revised, Supplement No. 1), P.C. 2833 of June 27, 1940, (WM No. 16 Revised, Supplement No. 2), P.C. 3724 of August 6, 1940, (WM No. 16 Revised, Supplement No. 3) are rescinded.

No person shall on and after the 1st day of April, 1941, export any goods to any country outside the Western Hemisphere, other than to parts of the British Empire, or territories under British occupation or control, without first having obtained a permit issued by or on behalf of the Minister of National Revenue;

No person shall export any goods to the colonies or possessions of France within the Western Hemisphere without first having secured a permit issued by or on behalf of the Minister of National Revenue;

For the purposes of this Order the Western Hemisphere shall be understood to embrace all land west of longitude 30° west and east of the International Date Line;

Applicants for permits shall furnish in respect of each proposed shipment for export information in writing in the manner and form approved by the Minister of National Revenue.

Decisions of the Tariff Board on Appeals under the Provisions of Part II of the Tariff Board Act

AT the sitting on December 3, 1940, Appeal No. 126 (Customs File 197235).

In the matter of the appeal by Gilbert & Barker Manufacturing Company Limited, Toronto, from a ruling of the Department of National Revenue that Computer Clocks for gasoline pumps are dutiable under tariff item 427 rather than under tariff 414c.

Ruling on January 13, 1941: "Appeal Dismissed."

Import Licences

WITH the adoption on April 1, 1941, of the Revised Foreign Exchange Control Board Form E, the use of this form as a licence for goods requiring special import permits, i.e., sugar, pork, wool and wheat products, (Memoranda WM Nos. 8, 21, 29 and 30), will be discontinued, and applications for such permits should be submitted to the respective controls on the prescribed "Application for Permit to Import War Materials and Other Goods" forms, which will be stamped with the necessary authorization to import.

For Customs purposes only one copy of the permit will be required to be filed with the Port copy of the entry and a notation to this effect must be shown on all copies of the entry.

Canada-United States of America Trade Agreement, 1938

UNDER the provision contained in Schedule I to the Canada-United States of America Trade Agreement, 1938, Tariff Item 101 as it appears in that Schedule is cancelled and the following is substituted therefor:—

" Item 101 Oranges, n.o.p.:—
January to July, inclusive.. Free
August to December, inclusive..............................per cubic foot 35 cents."

The above item in accordance with the provisions of the Agreement is now effective.

Re: Trade Agreement with Venezuela

BY Order in Council (P.C. 2519), effective April 9, 1941, it is ordered that:—

1. Articles the growth, produce or manufacture of Venezuela shall not, on importation into Canada, be subject to higher duties or charges than those levied on like articles the growth, produce or manufacture of any foreign country.
2. In order to secure the advantages aforesaid, such articles shall be conveyed without transhipment from a port in Venezuela or from a port in a country enjoying the benefits of the British Preferential or Intermediate Tariff, into a Customs port of Canada.

NOTE.—The foregoing replaces in part the provisions of the treaties of 1825 and 1834, by virtue of which Canada granted Most Favoured Nation Treatment to products of Venezuela.

Prohibited Importation of Fresh or Frozen Pork

THE Order in Council prohibiting the importation of fresh or frozen pork expired on March 31, 1941, and import permits as prescribed by Memorandum WM No. 21 are no longer required.

Pipes Exempted

UNDER the authority of Subsection (2) of Section 3 of the War Exchange Conservation Act, the Minister of National Revenue has exempted from the provisions of the said Act, the following tobacco pipes under item 656 of the Customs Tariff:—

> "Tobacco pipes having a value for duty purposes not exceeding 25 cents each and being part of Item 656 of Part One of Schedule One of the War Exchange Conservation Act, 1940."

Effective on and after March 8, 1941, the date of publication in the *Canada Gazette.*

Foreign Exchange Control Board

RE Imports of Securities—Form SE.—1. Effective April 1, 1941, all imports of securities into Canada will require a licence approved by the Board on new Form SE (Application for Licence to Import Securities).

2. Form SE must be submitted to the Board, either direct or through an Authorized Dealer, in triplicate by every person wishing to import securities into Canada. If the licence is granted, the form will be numbered and signed by the Board in the spaces provided on the front thereof. One copy of the form will be retained by the Board, and the other two copies will be handed back to the applicant. The applicant will present these two copies to the Collector of Customs and Excise at the place of importation of the securities.

3. The Collector of Customs and Excise, upon verification that the two copies of Form SE submitted to him have been duly approved by the Board and that the securities imported are those described in the Form, will certify importation on both copies of the Form and will stamp them with his port dating stamp in the spaces provided on the face of the form for these purposes. He will return one copy to the applicant and forward the other copy to the Board at Ottawa.

Foreign Exchange Control Board

FORM E (Revised) to Replace Form E in Quadruplicate.—Commencing April 1, 1941, the practice of requiring importers to present four copies of Foreign Exchange Control Board Form E, along with the requisite number of completed Customs import entry forms, will be discontinued. Effective on that date, the Board's present Form E will be abolished and will be replaced with Form E (Revised) a supply of which is going forward to all Collectors under separate cover. Importers must obtain supplies of the new form from Customs Houses, and on and after the date mentioned, should file a single copy of the new form with each Customs import entry made on Form B. 1, B. 5, or B. 11 (other than amending entries or perfecting entries—see paragraph 3 below). Form E (Revised) has been designed so that it may be conveniently prepared as a copy of Form B. 1, B. 5, or B. 11, thereby eliminating the duplication of information and the filing of separate sets of forms called for under the present procedure.

The following instructions are to be carefully observed.

1. Every Customs import entry of goods on Form B. 1, B. 5 or B. 11, except in the case of periodical publications, must be accompanied by *one copy* of Form E (Revised) and the Collector should verify that this copy

(i) is made out in the same manner and contains the same particulars as are given on the face of Form B. 1, B. 5, or B. 11, as the case may be; and

(ii) is signed by the importer or his attorney in the space provided at the foot of the front of the form; and

(iii) shows either (1) the importer's special licence or permit number, if any, (BD, BE, CF or NS), or (2) if he does not hold a special permit or licence issued by the Board, shows the name and full address of his Authorized Dealer (Canadian branch bank) in the space provided at the foot of the front of the form.

If these conditions are met, the single copy of Form E (Revised) may be numbered, stamped and signed at the same time and in the same manner as Form B. 1, B. 5, or B. 11 itself, and will then be *returned to the importer* with his copy of the relative Customs entry.

It should be noted particularly that under the new procedure, Collectors are not to send any Customs import entry forms to the Foreign Exchange Control Board or to the importer's Authorized Dealer.

2. In most cases, Form E (Revised) will be prepared as a carbon copy of Customs Form B. 1, B. 5 or B. 11. In such case it must be the third in the set, coming immediately after the first two copies of the Customs form.

3. Form E (Revised) is not to be submitted to and should not be stamped by Collectors for amending or perfecting entries, nor should an extra copy of the Customs import entry form be sent to the Board as was formerly the procedure in the case of amending or perfecting entries when the importer held a BE licence.

4. Holders of BE licences will no longer be required to submit an extra copy of Form B. 1, B. 5 or B. 11 itself, for forwarding to the Board. This is entirely replaced by the procedure outlined in paragraph 1 above.

5. No Foreign Exchange Control Board form will be used in connection with any import of goods where entry is not made on Form B. 1, B. 5 or B. 11. In such cases, likewise, holders of BE licences will no longer submit an extra copy of Customs invoice or Form E. 46 for forwarding to the Board.

6. Form E (Revised) is not to be used as a licence for the import of securities, a new form (Form SE, Application for Licence to Import Securities) being used for this purpose. Instructions as to the use of Form SE are being sent to you separately.

7. Importers should take steps to ensure that Form E (Revised) must be carefully preserved, as it is required *in every instance* to be submitted to the Foreign Exchange Control Board by their Authorized Dealer, or directly by importers holding a special permit or licence from the Board (BD, BE, CF, or NS).

8. Collectors may not under any circumstances complete, by numbering, date-stamping and signing, any copy of an import licence Form E (Revised) other than the single copy, presented at the time of passing the relative import entry of the goods.

9. The Regulations of the Board, in particular Regulation 21, and also Section 4 of the Instructions to Collectors, as contained in W.M. No. 2 Revised, will be amended in the near future embodying these changes in procedure.

Production of Gold

THE Canadian production of gold in December, 1940, totalled 450,132 ounces valued at $17,330,082 compared with 450,006 valued at $17,325,231 in the previous month and 434,546 at $16,730,021 in December, 1939.

Producers in Ontario reported an output of 280,048 ounces in December, 1940, as compared with 271,876 in December, 1939, Quebec 88,472 ounces compared with 82,827, British Columbia 51,192 ounces compared with 46,627, Manitoba and Saskatchewan 21,618 ounces compared with 21,970, Yukon 916 ounces compared with 4,176, Northwest Territories 6,999 ounces compared with 4,944. Shipments to the Royal Canadian Mint from Nova Scotia in December amounted to 871 ounces compared with 2,110.

Jewellery and scrap receipts at the Royal Canadian Mint during December, 1940, contained 714 ounces of gold compared with 868 in December, 1939.

Overseas Export Clearances of Wheat

OVERSEAS export clearances of wheat during the week April 11, 1941, amounted to 7,687,019 bushels compared with 2,489,469 in the corresponding week in 1940. Clearances during the thirty-six weeks ending April 11 aggregated 95,253,213 bushels compared with 106,488,969 in the corresponding period of the previous crop year.

HERE AND THERE

The Inspector of Income Tax, Winnipeg, has received a letter from a taxpayer which reads in part:—

> "Kindly credit the enclosed cheque for $60 to my Income Tax for 1940. Returns already sent in. 'What's the use of it all?' sighed the rooster, leaning his head sadly on the barn door. 'Eggs yesterday, chickens to-day, feather dusters to-morrow.'"

H. G. Gabb, Collector at the port of Regina, Sask., forwarded to the *Editor* a letter received recently by F. H. Lees, Sub-Collector at the outport of Northgate, from a resident of Minot, North Dakota, who has been a regular visitor at Kenosee Lake for the past twenty-five years. The letter reads in part:—

> We will soon again be on our way to the lake, and we are glad that the time is approaching so that we can again meet the kind and efficient men at the Northgate port. Wherever I talk with people who make your port of entry in going into the Canadian Northwest I hear only good words for the fine treatment that is accorded them by you and your other men in attendance there. They speak of your courtesy, kindness and helpfulness. It is fine that there are such men at this Customs port of entry.

A group of employees, Mrs. Rose Lake, The Misses Mary Scott, Eva Bradley, Agnes Dolan, Evelyn Maynard, Margaret McCann and Gwen Routh, in the Head Office of the Income Tax Division, is selling War Savings Stamps to the members of the staff. Since last July they have sold over 2,200 stamps, thus raising more than $500. It was felt that the sale of stamps would drop, as many of those purchasing stamps have gone over to the salary-deduction plan for purchase of War Savings Certificates.

These fears were groundless as the work of these ladies has proven. They are still selling War Savings Stamps at a rate of $65 a month, approximately the same as they were selling before the War Savings Certificates drive took place. This is most encouraging.

Nowhere, perhaps, have the attractions of Canada for summer tourists been more ably presented than in the following editorial printed recently in the *Boston Daily Record,* signed W. R. Hearst:—

> Not only in Mexico to the South of us, but in Canada to the North of us, are wonderful opportunities to spend delightfully the Summer vacation days that will soon be here.
>
> From the West Coast of the United States it is easy and highly agreeable to reach Vancouver by sea or by train or by highway—and be welcomed to British Columbia.
>
> On the East Coast it is a simple matter, and a physically and spiritually profitable one, to visit the charming and historically interesting old city of Quebec, perched on the cliffs above the St. Lawrence River.
>
> Then to sail up the St. Lawrence to Montreal—diverging, if you please, to Ottawa.
>
> Then to weave in and out on the bosom of the great river among the beauties of the Thousand Islands until you reach the Great Lakes—a wonder of the world.
>
> Then on through Lakes Erie and Ontario and through Huron and Superior to Port Arthur.
>
> There the Great West begins.
>
> There is no water trip like this anywhere on the face of God's green earth.
>
> But you can make a similar trip along the shores of river and lakes by motor, comfortably and delightfully, if you prefer.
>
> From Port Arthur onward the train or the highway carries you through the provinces of Manitoba and Saskatchewan to Alberta and British Columbia, the Summer vacation ground of the world.
>
> Folks, it is as if after God had made all the rest of the world for men to work in, He had made the West Coast of America for them to play in.
>
> It is as if He had said:
>
> "I will assemble here for man's enjoyment all the attractions of all other lands."
>
> It is as if He had decreed:
>
> "Here let there be tall mountains wrapped in eternal snows, and warm, snug valleys cosied in between."
>
> "Here let there be long sinuous lakes wreathed in evergreens."
>
> "Here let there be mighty rivers flowing through fertile and peaceful plains."
>
> "Here let there be wonders, too, like high glaciers on steep mountain sides that cascade over tremendous precipices into snowy vales beneath, and let there be great, limpid pools that reflect the white mountains and the green forests and multiply their glories."
>
> "And here let there be fish and game and waterways and highways to reach them."
>
> Friends, your columnist speaks the truth but cannot find words to tell all the truth.
>
> Go and see for yourselves.
>
> Become acquainted with your neighbours in Canada and enjoy their friendship and the delights of their beautiful land.

Canada's new mountain highway between Banff and Jasper National parks was used by more than 30,000 automobiles during the summer of 1940. This cavalcade of motor cars carried approximately 100,000 tourists into a mountain fastness formerly impenetrable except by saddle-horse and pack-train. For many years the overland trip between the resorts of Banff and Jasper involved a pack-train journey of about eleven days over a route where trails existed only in places. Now the new highway links the two famous resorts and provides an enjoyable motor trip of 186 miles over a road designed for safe mountain motoring.

One of the most ambitious of Canada's scenic highway projects, the new road follows level stretches of valley and climbs or descends mountain sides in smooth, gentle curves. The surface is treated with oil and other materials to eliminate dust. Grades are around eight per cent, but do not reach ten per cent at any point. Facilities provided for the convenience of the travelling public along the highway include modern chalets, auto bungalow camps, public camp-grounds, and picnic grounds with outdoor fireplaces.

Scenic highlights include Bow Lake, Mistaya and North Saskatchewan Valleys, Sunwapta Pass, Athabaska Glacier, Sunwapta Falls and Athabaska Lookout. The highway passes within a few hundred feet of Athabaska Glacier, a large ice-tongue issuing from the Columbia Icefield. Wild life is abundant, and bighorn sheep, Rocky Mountain goat, moose, elk, deer and beaver may be observed from the road.

In addition to uniting two of Canada's great national parks, the new mountain road connects with the main highway systems of Canada and the United States, and gives motorists from all parts of the continent access to regions of beauty and scenic grandeur.

REVENUE RISES IN THE PAST FISCAL YEAR

In previous years the May number of the Review has featured a comprehensive summary of Customs and Excise collections at some of the larger ports during the fiscal year. Once more Collectors have co-operated with the *Editor* and the following article based on facts and figures supplied by them, covers the twelve months period ended March 31, 1941.

At Halifax

A statement of Customs-Excise revenue at the Port of Halifax, covering collections for the past fiscal year, gives the following: total collections $7,854,754, an increase of $2,795,651, over the previous year, import duties $2,961,028, sales tax on imports $542,093, Excise tax on imports $112,416, the new War Exchange tax $988,271, Excise tax $2,163,689, Excise duty $1,069,200, sundry collections $17,956. The largest gains, amounting to $788,090, were made on import duty collections.

Export entries for the year numbered 60,460, import entries 26,677, Excise tax entries 2,224, Excise duty entries 6,692, manifests received 16,789, manifests forwarded 17,579.

Collections at the Customs express branch, in the twelve month period amounted to $78.351, an increase of $33,067, compared with 1939-40. Parcels received numbered 8,440, increase 1,602, entries 1,947, increase 501. At the postal branch collections totalled $34.091, an increase of $9,591, while parcels received numbered 21,700, a decrease of 1,206, entries 1,655, a decrease of 24.

Further collections for the fiscal year, with totals for 1939-40 in brackets, were: pilotage $293,621 ($196,322), steamship inspection fees $10.292 ($10,461), sick mariners dues $146.288 ($111.079), signal station dues $3.187 ($2,080), fumigation charges $3.046, marine register fees $5, and United States fishing vessels licences $2.

At Saint John

Customs-Excise receipts at the port of Saint John, N.B., for the past fiscal year increased by $880,710 over the previous year to a total of $5,677,943. Collections in detail were as follows: import duties $1,945,344, sales tax on imports $368,218, Excise tax on imports $16,088, war exchange tax $406,447, Excise taxes $2,589,603, Excise duty $346,427, sundry collections $5,816.

Other revenue included pilotage $75,567, marine dues $18,713, steamship inspection fees $2,327, fumigation charges $1,877.

Import entries numbered 13,661, Excise import entries 2,490, Excise duty entries 1,249, export entries 31,371, in transit 313; manifests received 12,355, manifests forwarded 12,628.

Receipts at the express branch at Saint John for the twelve months period amounted to $28,812, while parcels numbered 6,820, entries 1,145. At the postal branch collections totalled $15,496, parcels 14,414, entries 1,039.

At Quebec

The port of Quebec collected a total of $9,992,005 in Customs-Excise revenue during the past fiscal year. This compares with a revenue of $7,232,268 collected during 1939-40, showing a net increase of $2,759,737. Excise duty yielded the largest revenue at this port, totalling $4,045,227, an increase of $470,084. Other collections in detail were: import duty $2,065,185, increase $817,267; sales tax on imports $581,751, increase $303,653; Excise tax on imports $28,572, decrease $8,596; war exchange tax $739,503, increase $739,503; Excise tax, domestic, $2,528,436, increase $439,493; sundry collections $3,330, decrease $1,667.

Import duty entries for the year numbered 24,675, decrease 1,329; Excise tax entries 8,625, increase 1,202; Excise duty entries 6,294, increase 3,460. Manifests received numbered 12,407, decrease 42, manifests forwarded 2,483, decrease 1,231.

At the Customs express branch, Quebec, collections for the past fiscal year amounted to $148,308, an increase of $85,059 over the previous year. Packages received numbered 6,749, a decrease of 2,027, entries 1,185, a decrease of 193. Collections at the postal branch totalled $66,892, decrease $14,962, packages received 30,136, increase 2,856, entries 3,850, increase 472.

AT MONTREAL

Customs-Excise collections at the port of Montreal for the past fiscal year reached a total of $158,694,347, a net increase of $46,779,278 over the previous fiscal year when collections totalled $111,915,069. Import duty revenue amounted to $31,339,861, increase $5,927,848; Customs sales tax $5,856,826, increase $1,162,510; Excise tax $2,627,935, increase $721,545; war exchange tax $10,667,746, increase $10,667,746; Excise tax $52,314,047, increase $12,493,974; Excise duty $55,795,886, increase $15,820,693; sundry collections $92,046, decrease $15,040.

Collections for the month of March amounted to $14,070,193, the fourth highest on record and the largest collected since last November when the all-time monthly peak of $15,217,047 was established. Compared with March, 1940, last March's collections showed an increase of $4,720,668, also one of the largest on record.

The Customs postal branch, Montreal, collected $1,006,925 during the past fiscal year, an increase of $241,814. Parcels delivered numbered 268,437, decrease 9,829, entries 22,908, increase 1,099. Collections at the express branch amounted to $3,520,844, increase $1,433,396, packages received 237,031, decrease 25,516, entries 36,593, increase 3,354.

AT TORONTO

The port of Toronto collected $92,246,695 in Customs-Excise revenue from April 1, 1940, to March 31, 1941. Excise taxes alone accounted for $41,151,747, while import duty collections totalled $29,426,955, war exchange tax $11,189,842, sales tax $6,397,837, Excise duty $3,543,350, Excise tax on imports $495,854, sundry collections $41,111. The heaviest collections were taken in November, totalling $9,124,001, followed by March collections totalling $8,881,591 and February totalling $8,759,406.

At the Union Station bonded baggage room pieces of baggage received in bond numbered 19,774, pieces forwarded in bond 917; baggage advice notes received 3,719, baggage advice notes forwarded in bond 446. Duty received on Long Room entries amounted to $148,988, while small collections totalled $8,350.

At the Customs airport 377 United States planes reported inward, carrying in all 431 passengers and 1,016 pieces of baggage, while 265 United States planes reported outward carrying a total of 414 passengers and 750 pieces of baggage. Canadian planes inward numbered 51, passengers 40, pieces of baggage 54; Canadian planes outward 33, passengers 59, pieces of baggage 104.

During the past fiscal year the Customs express branch, Toronto, collected $3,710,370. It received 245,267 parcels while entries for the year totalled 52,385. Collections at the postal branch amounted to $1,166,834, while parcels received numbered 411,671, entries 440,093.

AT HAMILTON

Customs-Excise revenue at the port of Hamilton, Ontario, for the past fiscal year reached an all-time high, totalling $27,804,235. This compares with $16,945,065 collected during 1939-40, a difference of $10,859,170. The previous largest revenue at this port was taken in 1937-38 when collections totalled $17,514,083. Collections in detail for 1940-41, showing comparison with the previous fiscal year, were as follows: import duty $6,617,513, increase $2,462,300, war exchange tax $3,469,085, increase $3,469,085, sales tax on imports $983,421, increase $527,909, Excise tax on imports $98,229, decrease $62,182, sales and Excise taxes (domestic) $10,501,905, increase $2,872,112, Excise duty $6,129,719, increase $1,588,822, sundry collections $4,363, increase $1,124.

AT WINDSOR

Revenue collected at the port of Windsor, Ontario, during the past fiscal year more than doubled compared with 1939-40, totals for the respective years being $18,484,806, and $8,738,688, an increase of $9,746,118. Collections in detail for 1940-41 were as follows: duty on imports $6,536,628, taxes on imports $4,084,148, Excise duty $361,699. Excise taxes $7,481,220, sundry collections $21,111.

Collections at the postal branch amounted to $24,135, an increase of $10,542, while parcels handled numbered 8,962, an increase of 153. The express branch doubled its collections with a total of $69,489, an increase of $37,247. Packages handled totalled 7,701, an increase of 572.

Customs entries for the year numbered 96,736, increase 15,623, export entries 55,933, increase 2,988, Excise tax entries 3,652, increase 201. Excise duty entries 336, increase 14. Manifests received totalled 54,744, an increase of 5,944, and manifests forwarded numbered 475,972, an increase of 37,195.

AT WALKERVILLE

Customs-Excise revenue for the past fiscal year at the port of Walkerville, Ontario, was the largest in the history of the port, totalling $24,520,792. The previous record amount collected was $22,505,842, received in 1928-29. Totals for 1940-41 show an increase of $14,588,011 over the previous fiscal year when collections amounted to $9,932,780. All revenue totals show substantial gains. Import duty totalled $15,878,481, increase $10,090,676; Excise tax $6,124,938, increase $3.210,496; Excise duty $2,508.236, increase $1.285,688; sundries $9,136, increase $1,149.

The total number of entries for the year was 115,724, an increase of 24,140, while Customs manifests received numbered 10,465, increase 3.226, manifests forwarded 1,810, increase 170.

Collections at the express branch for the year amounted to $39,967, an increase of $18,888, while collections at the postal branch totalled $10.337, an increase of $3,992.

AT WINNIPEG

Showing an increase of thirty per cent over the previous fiscal year, Customs-Excise revenue at the port of Winnipeg for the fiscal year ended March 31, 1941, amounted to $14,334,003 as against $10,999,814 collected during 1939-40, a gain of $3.334,189. Collections in detail were: Excise taxes, domestic, $4,686,534, Customs import duties $4,657,114, Excise duties $1,980.479, war exchange taxes $1,531,863, import sales tax $1,391,800, import Excise taxes $76,740, sundry collections $9,473.

The heaviest collections for any one month were taken in March totalling $1,466,818, and the second heaviest in February totalling $1,425,356.

AT VANCOUVER

Showing increases in Customs-Excise revenue at all points the port of Vancouver collected $21,683,891 during the past fiscal year, an increase of $5.086,130 over the previous year. The heaviest receipts were derived from import duty totalling $9,250,786, a gain of $1,301,015. Excise tax collections totalled $6,281,326, increase $1,074,857; war exchange tax $2,464,600, increase $2,464,600; sales tax on imports $2,178,528, increase $76,596; Excise duty $1,282,362, increase $131,152; Excise tax on imports $195,180, increase $36,921; sundry collections $31,108, increase $988.

Import entries for the year numbered 94,043, decrease 10,211, Excise tax entries 15,112, increase 1,456, Excise duty entries 3,564, increase 238.

At the municipal airport foreign aeroplanes inwards during the twelve month period numbered 697. Canadian planes inwards 866; seaplanes inwards, foreign 26, Canadian 1; passengers inwards by foreign planes 1,903, by Canadian planes 2,571; passengers' baggage inwards by foreign planes 2,080, by Canadian planes 3,080. Express parcels received numbered 2,216, bags of mail inwards 2,104, weight 37,789 pounds, outwards 3,003, weight 42,632 pounds.

Collections at the Customs express branch, Vancouver, amounted to $395,747 for the past fiscal year, an increase of $140,818. Packages received numbered 69,197, increase 8,152, entries 7,977, decrease 260. At the postal branch collections totalled $224,744, a gain of $24,188, while packages received numbered 124,774, decrease 9,836, entries 9,321, decrease 507.

AT VICTORIA

Recording a net increase of $836,113 for the past fiscal year, compared with the previous year, the port of Victoria, B.C., collected $2,852,824 in Customs-Excise revenue. Receipts for the respective years were as follows: import duty $1,789,066 ($1,241,350), Excise tax $460,418, ($308,923); Excise duty $597,092 ($457,270), sundry collections $6,249 ($9,168).

Import entries numbered 14,705 (16,881), Excise tax entries 2,465 (2,176), Excise duty entries 767 (801).

Pieces of bonded baggage forwarded numbered 9,668 (20,395), examined 6,234 (8,199), received 15,902 (28,594), Manifests received totalled 4,580 (5,137), manifests forwarded 448 (687).

Revenue received at the Customs postal branch, Victoria, during the respective years totalled $69,001 ($76,341), packages received 28,088 (30,655), entries 2,372 (2,438). At the Customs express branch collections totalled $29,153 ($27,872), entries 851 (917).

FRUIT AND VEGETABLE RULINGS

Notice is given that the Minister has directed that the suspension of application of value fixed for Asparagus in respect of importation into the Provinces of Ontario and Quebec (vide Fruit and Vegetable Bulletin No. 2, 1941, Supplement No. 1), be withdrawn effective April 18, 1941, and the value fixed shall apply on and after that date. Provided that the value fixed shall not apply to importations into the above mentioned Provinces which were bona fide purchased and in transit to the purchaser in Canada on or before April 17, 1941, and entered at Customs on or before April 28, 1941.

The Minister has directed that the application of the value fixed for Asparagus imported into Canada, as per Fruit and Vegetable Bulletin No. 2 (1941), be suspended until further notice in respect of importation into the Provinces of Nova Scotia, New Brunswick, Prince Edward Island, Ontario and Quebec.

The Minister has directed that the application of the value fixed for Cucumbers and Lettuce imported into Canada, as per Fruit and Vegetable Bulletin No. 1 (1941), be suspended until further notice in respect of importation into the Provinces of Nova Scotia, New Brunswick, Prince Edward Island, Manitoba, Saskatchewan, Alberta and British Columbia.

PRODUCTION OF LEADING MINERALS

The production of Canada's leading mineral products during 1940 was as follows, with 1939 figures in brackets: asbestos 346,581 (364,024) tons; cement 7,563,949 (5,731,264) barrels; clay products, $5,320,352 ($5,151,236); coal, 17,551,326 (15,692,698) tons; feldspar 21,929 (12,600) tons; gold, 5,302,920 (5,094,379) fine ounces; gypsum 1,500,455 (1,421,834) tons; lime 726,889 (552,209) tons; natural gas, 35,952,500,000 (35,185,146,000) cubic feet; petroleum 8,718,053 (7,837,503) barrels; commercial salt, 237,764 (253,482) tons; silver 22,643,203 (22,801,858) fine ounces.

CANADA'S DOMESTIC EXPORTS

Canada's domestic exports in March, excluding gold, totalled $101,919,000 as compared with $82,719,000 in the corresponding month last year, while the total for the first three months of 1941 was $288,437,000 in comparison with $243,898,000 in the like period of 1940.

Leading exports in March follow, with 1940 figures in brackets: non-ferrous metals excluding gold, $18,946,000 ($15,119,000); newsprint paper, $10,811,000 ($8,984,000); wheat $9,795,000 ($8,141,000); automobiles and parts $9,732,000 ($2,228,000); wood pulp $5,987,000 ($3,548,000); planks and boards $5,061,000 ($3,743,000); chemicals $3,305,000 ($3,140,000); meats, $3,222,000 ($5,654,000); fishery products $2,260,000 ($2,237,000); pigs, ingots, etc., $2,045,000 ($791,000); wheat flour $2,012,000 ($2,864,000).

Other leading exports: furs $1,165,000 ($1,400,000); farm implements $1,043,000 ($860,000); machinery, other than farm, $1,943,000 ($735,000); fertilizer $1,009,000 ($1,334,000); alcoholic beverages $545,000 ($562,000); rubber, $958,000 ($1,354,000); cattle, except for stock $534,000 ($747,000); cotton $990,000 ($543,000); red cedar shingles $747,000 ($558,000); pulpwood $703,000 ($367,000); tubes and pipes, $528,000 ($136,000); hardware and cutlery, $465,000 ($387,000); stone, $1,180,000 ($679,000); soda compounds, $577,000 ($579,000); electrical energy $436,000 ($378,000).

PRODUCTION OF BUTTER AND CHEESE

Production of creamery butter in March, 1941, amounted to 12,346,048 pounds compared with 9,958,973 in February and 10,526,374 in March, 1940, while the output during the first quarter of 1941 totalled 34,032,380 pounds as compared with 30,125,383 in the like period of 1940, a gain of 13 per cent.

Factory cheese production in March amounted to 1,459,887 pounds compared with 958,556 in February and 2,793,160 in March, 1940. Output during the first three months of 1941 totalled 3,528,790 pounds compared with 6,430,193 in the same period of 1940, a drop of 45 per cent.

NEWS AND COMMENT

OTTAWA: P. L. Smyth, of the Excise Division at headquarters retired on superannuation on April 11, after 26 years service. He was Supervisor of the Customs-Excise stamp branch. On the eve of his retirement Mr. Smyth was presented, by Mr. Sim, Commissioner of Excise, on behalf of his associates in the Department, with a radio, and many expressions of regret were voiced at the severance of old ties. The Supplies Branch of the Department, of which L. W. Holmes is Chief, also presented Mr. Smyth with a watch.

Another recent retirement was that of A. H. Allan of the Appraisers branch, and A. C. Williams, Chief Dominion Appraiser presented him with a travelling bag as a parting gift, contributed by the members of that branch.

VICTORIA, B.C.: Hugh B. Andrews, of the Customs-Excise staff at the port of Victoria, retired on superannuation recently after thirty years of service. On the evening of his retirement, Capt. Andrews was presented with an engraved silver tray by G. A. Yardley, Collector, on behalf of the assembled staff. Mrs. Andrews also was presented with a bouquet of flowers.

Capt. Andrews entered the Customs service November 1, 1911, as an acting preventive officer. He was promoted to the position of computing clerk and subsequently was appointed port accountant. Capt. Andrews saw military service with the Imperial forces, serving in China, Egypt, Crete and India. He was also in active service throughout the war 1914-18.

WINNIPEG: The Winnipeg Income Tax office Mixed Bowling League completed a successful season on Tuesday, April 8, having increased from a six team to an eight team league. The play-off was for the Ralph H. Green trophy, donated two years ago for annual competition by a member of the staff. The winning team was Miss Axford, Miss Bethel, Mrs. Cotter, Thor. Sigurdson and Charlie Gerrie (Capt.) Members of the losing team were Miss Philip, Miss Riddell, Mr. Nicol, Mr. Sloan and Bob Guthrie (Capt.). Incidentally this was Bob Guthrie's third attempt to capture the coveted prize.

The Ralph H. Green trophy was presented to the winning team by the donor R. H. Green. Other prizes awarded besides the second team were Men's averages, Charlie Cotter 204, Herb Jones 202, Thor. Sigurdson 194 and Art Taylor 186. Ladies' averages, Miss Davidson 185, Miss Senes 166, Mrs. Strood 157, Miss Ripley 155, Miss Axford 154, Miss Andrews 149, Miss Bethel 149 and Miss O'Keefe 148.

Officers elected for the next season were Hon. Pres. Ralph Green, President Charlie Cotter, Vice-President Miss Kay Davidson and Secretary Herb. Jones.

NEW WESTMINSTER, B.C.: The port of New Westminster, B.C., including outports and preventive stations, collected $1,577,543 in Customs-Excise revenue during the fiscal year ended March 31, 1941. Import duties totalled $518,542, Excise tax $635,304, Excise duty $421,433, sundry collections $2,264.

Export entries for the year numbered 26,088, while manifests received totalled 2,530, and manifests forwarded 242. Packages received at the Customs postal branch, New Westminster, during the past fiscal year, numbered 8,104, entries 500, while duty collected amounted to $5,183. At the express branch packages delivered numbered 709, while entries totalled 267, duty collected $5,699.

NIAGARA FALLS: The number of United States automobiles entered through the port of Niagara Falls during March, both for short stays and also for periods up to six months, increased compared with the same month last year, while the number of Canadian cars dropped substantially. In all 67,362 cars inward and outward, were cleared, carrying a total of 237,533 passengers. Totals in detail showing comparison with March, 1940, were: United States cars inward 28,255, increase 2,850, outward 27,773, increase 2,366; Canadian cars inward 5,622, decrease 16,879, outward 5,712, decrease 15,642; other vehicles inwards 2,200, increase 1,423, outward 2,085, increase 1,144.

Cars entered under 60-day touring permits during the month numbered 3,039, an increase of 483, while cars entered for stays of 48 hours or less totalled 25,191, an increase of 2,359. Buses inward numbered 998, outward 995.

Montreal: A total of 343 aeroplanes inward and outward carrying 2,254 passengers and 3,080 pieces of baggage, was handled at the Customs Air Harbour, St. Hubert, Quebec, during the month of March last. Compared with March, 1940, these totals show an increase of 67 in the number of planes, a decrease of 455 in the number of passengers and a drop of 447 in pieces of baggage carried. Totals in detail for March, showing comparison with the same month a year ago, were as follows:—

Aeroplanes inward 175, increase 35, outward 168, increase 32; passengers inward 1,060, decrease 231, outward 1,194, decrease 224; pieces of baggage inward 1,454, decrease 291, outward 1,626, decrease 156; express parcels inward 140, increase 43, outward 76, increase 56; bags of mail inward 453, decrease 31, weight 4,307 pounds, increase 19; outward 495, decrease 1, weight 3,151 pounds, decrease 543.

Montreal: Revenue collected at the Customs express branch, Montreal, during the month of March amounted to $322,964, an increase of $106,615 compared with March last year. The number of packages received was 15,905, a decrease of 1,971, while entries numbered 3,580, an increase of 352. Collections at the postal branch for March totalled $92,063, increase $17,268; parcels received 24,243, decrease 2,965, parcels cleared 23,665, decrease 3,145, entries 2,104, increase 144.

Toronto: Collections at the Customs express branch, Toronto, for the month of March, more than doubled compared with March last year, the respective totals being $418,258 and $207,603, a difference of $210,655. Packages received totalled 17,699, a decrease of 493, while entries numbered 4,882, an increase of 536. At the Customs Postal branch collections for March amounted to $119,573, increase $54,930. Packages received numbered 33,661, decrease 4,997, packages delivered 31,399, decrease 1,888, entries 2,972, decrease 124.

Aeroplanes inward and outward at the Customs airport during March numbered 30. Of these 20 were United States planes and 10 were Canadian. Passengers numbered 40, pieces of baggage 95. During March last year 18 planes were handled, carrying in all 67 passengers and 94 pieces of baggage.

Canadians spent about three million dollars for sports equipment during 1939, according to a recent government report which shows that the value of sporting equipment and accessories manufactured in the Dominion for that year exceeded $2,000,000. In addition, more than three-quarters of a million dollars worth of sporting goods were imported. The principal types of equipment and supplies made in Canada were as follows: baseball $181,781, billiard, bowling and football $288,124, golf $482,400, hockey $170,369, ski $252,904, tennis and badminton $406,757, and fishing tackle $141,146.

JUST AMONG OURSELVES

APRIL-MAY

ADDITIONS

Nova Scotia

Halifax: W. D. Fraser, Clerk, Grade 2; G. M. Lavers, Clerk, Grade 1.

Quebec

Montreal: M. A. J. Bourdeau, Stenographer, Grade 1; Romeo Craig, Clerk, Grade 1; W. L. Periard, Clerk, Grade 1.

Ontario

Cobourg: G. G. Wicks, Customs Excise Examiner.

Midland (Port McNicoll): P. W. Malone, Sub-Collector of Customs & Excise Gr. 1.

Toronto: L. H. Parker, Clerk, Grade 1.

Manitoba

Winnipeg: F. J. Savage, Customs Excise Examiner.

SASKATCHEWAN

REGINA: W. D. Stewart, Clerk, Grade 1.

ALBERTA

COUTTS: W. L. V. Northam, Customs Excise Examiner.

BRITISH COLUMBIA

NANAIMO: R. J. Hackwood, Clerk, Grade 1.
VICTORIA: A. M. Walters, Customs Guard.

ADMINISTRATIVE

Eric de Vroome, Clerk, Grade 2; R. E. Latimer, Office Boy; Raymond Maheux, Clerk, Grade 1; H. L. C. Pratt, Office Boy; J. L. C. Sabourin, Office Boy.

AUDIT

NOVA SCOTIA

HALIFAX: H. C. Grant, Excise Tax Auditor, Grade 2.

ALBERTA

CALGARY: F. L. Beamer, Stenographer, Grade 1.

DEDUCTIONS

NOVA SCOTIA

HALIFAX: Francis Purcell, Customs Warehouse Keeper (Retired).

NEW BRUNSWICK

CHATHAM (Buctouche): D. A. Robichaud, Sub-Collector of Customs and Excise (Limited Service Outport) (Resigned).
MONCTON: F. A. Conroy, Customs Excise Clerk (Retired).

QUEBEC

GRANBY: C. B. deGrosbois, Collector of Customs and Excise, Grade 2 Port, (Retired).
MONTREAL: William Dohan, Express and Postal Computing Clerk (Retired); J. C. G. Hamel, Office Boy (Resigned).

ONTARIO

CHATHAM: P. A. Pardo, Customs Excise Examiner (Resigned).
OTTAWA: R. Seguin, Clerk, Grade 1 (Resigned).
PETERBOROUGH: G. G. Winterbottom, Customs Excise Clerk (Deceased).
TORONTO: F. J. Bell, Computing Clerk (Retired); T. G. Kimber, Customs Truckman (Rejected).
WINDSOR: J. W. Cumming, Customs Excise Examiner (Resigned).
LONDON: C. W. Miller, Customs Excise Examiner (Retired).

SASKATCHEWAN

REGINA: A. Kohlruss, Clerk, Grade 1 (Services terminated).

BRITISH COLUMBIA

PENTICTON (Bridesville): F. R. Schorn, Customs Excise Enforcement Officer (Part-time) (Resigned).
VANCOUVER: A. B. Evers, Office Boy (Resigned).

ADMINISTRATIVE

Paul Radford, Office Boy (Resigned); E. H. Williams, Clerk, Grade 2 (Killed on active service) (In training with R.C.A.F.); L. D. Young, Stenographer, Grade 1 (Reassigned to another Department).

CUSTOMS INSPECTION

OTTAWA: J. C. A. Bordeleau, Chief Inspector of Customs and Excise (Retired).

AUDIT

QUEBEC

QUEBEC: L. G. Good, Excise Tax Auditor, Grade 2 (Deceased).

UNDERVALUATION

ONTARIO

WINDSOR: W. E. Sterling, Inspector of Customs and Excise, Grade 1 (Deceased).

PROMOTIONS

NOVA SCOTIA

KENTVILLE: G. L. Barrett, from Customs Excise Examiner to Collector of Customs and Excise, Grade 1 Port.

QUEBEC

MONTREAL: J. A. O. Duval, from Special Exciseman, Grade 1, to Special Exciseman, Grade 2.

ONTARIO

HAMILTON: H. A. Quinney, from Special Exciseman, Grade 1, to Principal Clerk; P. Paton, from Customs Truckman to Customs Excise Clerk.
LONDON: L. G. Stinson, from Customs Excise Examiner to Express & Postal Computing Clerk.
TORONTO: A. McCormack, from Principal Clerk to Principal Customs Record Clerk; J. E. Winfield, from Computing Clerk to Gauger; L. E. Wismer, from Clerk, Grade 2, to Customs Excise Examiner.

MANITOBA

WINNIPEG: Reta Bradley, from Stenographer, Grade 2, to Customs Excise Clerk; G. S. Fraser, from Customs Excise Examiner to Express and Postal Computing Clerk; John Moroz, from Customs Truckman to Customs Excise Examiner; E. P. Smeaton, from Customs Excise Examiner to Express and Postal Computing Clerk.

BRITISH COLUMBIA

VANCOUVER: T. E. Batchelor, from Customs Truckman to Customs Excise Clerk; James Mulvaney, from Computing Clerk to Customs Appraiser, Grade 1.

PROMOTIONS AND TRANSFERS

A. D. Crosby, from Customs Excise Examiner (Seasonal), Yarmouth, N.S., to Customs Excise Examiner, Halifax, N.S.
D. C. Horton, from Customs Excise Examiner (Seasonal), Yarmouth, N.S., to Customs Excise Examiner, Halifax, N.S.

TRANSFERS

J. O. Parent, from Sub-Collector of Customs and Excise, Limited Service Outport, Sutton (Mansonville), P.Q., to Customs Excise Enforcement Officer, Farnham (Cowansville), P.Q.

FINAL COMPARATIVE STATEMENT OF CUSTOMS AND EXCISE REVENUE RECEIVED DURING THE MONTH OF MARCH 1940 AND 1941

—	1940	1941	Increase	Decrease
	$ c.	$ c.	$ c.	$ c.
Customs Duties	11,345,032 57	15,989,815 79		
Less Refunds and Drawbacks	798,486 24	1,525,245 59		
Net	10,546,546,33	14,464,570 20	3,918,023 87	....
Excise Taxes	21,536,521 96	41,109,012 50		
Less Refunds and Drawbacks	239,775 57	697,026 34		
Net	21,296,746 39	40,411,986 16	19,115,239 77	....
Excise Duties	6,213,423 26	9,207,187 75		
Less Refunds and Drawbacks	34,014 42	45,255 47		
Net	6,179,408 84	9,161,932 28	2,982,523 44	....
Sundry Collections	75,406 06	61,261 77		
Less Refunds	3 50	68 75		
Net	75,402 56	61,193 02	....	14,209 54
Net Totals	38,098,104 12	64,099,681 66	26,015,787 08	14,209 54
Net Increase	....	....	26,001,577 54	....

TOTALS FOR TWELVE MONTHS

—	1939-40	1940-41	Increase	Decrease
	$ c.	$ c.	$ c.	$ c.
Customs Duties	110,435,246 12	146,483,945 59		
Less Refunds and Drawbacks	9,529,237 53	17,443,700 77		
Net	100,906,008 59	129,040,244 82	28,134,236 23	....
Excise Taxes	169,701,900 43	288,419,004 99		
Less Refunds and Drawbacks	3,674,049 79	4,834,043 16		
Net	166,027,850 64	283,584,961 83	117,557,111 19	....
Excise Duties	65,250,730 61	90,748,202 18		
Less Refunds and Drawbacks	826,904 46	994.096 06		
Net	64,423,799 15	89,754.106 12	25,330,306 97	....
Sundry Collections	611,945 19	614,613 71		
Less Refunds	251 54	506 54		
Net	611,693 65	614,107 17	2,413 52	....
Net Totals	331,969,352 03	502,993,419 94	171,024,067 91	....
Net Increase	....	....	171,024,067 91	....

COMPARATIVE STATEMENT OF CUSTOMS AND EXCISE REVENUE RECEIVED DURING THE MONTH OF APRIL, 1940 AND 1941

——	1940	1941	Increase	Decrease
	$ c.	$ c.	$ c.	$ c.
Customs Duties.........	9,523,760 52	11,527,189 05		
Less Refunds and Drawbacks...............	980,561 24	1,384,073 07		
Net............	8,543,199 28	10,143,115 98	1,599,916 70	....
Excise Taxes...........	7,264,095 31	15,685,354 95		
Less Refunds and Drawbacks...............	296,167 94	633,534 96		
Net............	6,967,927 37	15,051,819 99	8,083,892 62	....
Excise Duties...........	6,652,926 52	7,211,158 93		
Less Refunds and Drawbacks...............	37,400 76	25,180 70		
Net............	6,615,525 76	7,185,978 23	570,452 47	....
Sundry Collections.....	46,287 96	44,443 30		
Less Refunds......... .	15 00	17 20		
Net............	46,272 96	44,426 10	....	1,846 86
Net Totals.......	22,172,925 37	32,425 340 30	10,254,261 79	1,846 86
Net Increase.....	....	....	10,252,414 93	

COMPARATIVE STATEMENT OF INCOME TAX REVENUE RECEIVED DURING THE MONTH OF APRIL, 1940 AND APRIL, 1941

——	April, 1940	April, 1941	Increase	Decrease
	$ c.	$ c.	$ c.	$ c.
Net Collections.	17,078,779 19	44,847,485 40	27,768,706 21	....

INCOME TAX COLLECTIONS BY DISTRICTS

Comparative statement of net collections by districts received during the month of April of the fiscal years 1940-41 and 1941-42. (Decrease marked *).

Districts	1940-41	1941–42	Increase or Decrease	Districts	1940–41	1941–42	Increase or Decrease
	$ cts.	$ cts.	$ cts.				
Charlottetown	101,828 84	64,480 62	*37,348 22	Fort William..	103,764 52	275,561 99	171,797 47
Halifax	404,480 02	962,353 27	557,873 25	Winnipeg......	915,633 91	1,505,233 38	589,599 47
Saint John....	281,383 78	991,407 09	710,023 31	Regina........	61,605 56	266,409 88	204,804 32
Quebec	239,295 25	864,042 69	624,747 44	Saskatoon.....	70,485 65	269,712 40	199,226 75
Montreal	4,790,579 21	12,893,800 06	8,103,220 85	Calgary.......	185,642 78	575,383 74	389,740 96
Ottawa........	1,049,048 96	4,503,522 27	3,454,473 31	Edmonton	124,652 86	324,013 99	199,361 13
Kingston......	90,715 35	206,863 13	116,147 78	Vancouver....	856,404 06	3,262,395 21	2,405,991 15
Belleville......	181,237 73	334,610 78	153,373 05	Yukon........	4,655 90	29,433 03	24,777 13
Toronto.......	4,856,112 80	12,023,503 12	7,167,390 32				
Hamilton.....	1,472,761 56	2,493,224 67	1,020,463 11	Total.....	17,078,779 19	44,847,485 40	27,768,706 21
London........	1,288,490 45	3,001,534 08	1,713,043 63				

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The National Revenue Review

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June, 1941

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A Message From The Minister

IT is my earnest hope that all members of the National Revenue Department from coast to coast will put forth every effort to make the Victory Loan campaign an unqualified success. Memoranda have been issued by the Commissioners of Income Tax, Customs, and Excise, requesting that every assistance be accorded canvassers and other workers in the Victory Loan campaign, not only at the headquarters of the three divisions at Ottawa, but at ports and outports and Inspection districts throughout the Dominion.

The staff of the Department of National Revenue has responded splendidly to other appeals, and I have no doubt that the Victory Loan campaign will receive the whole-hearted support and co-operation that is so necessary to ensure its success.

Colin Gibson

The National Revenue Review

Issued Every Month by the Department of National Revenue

J. Sydney Roe, Editor

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Secrecy Must Be Observed

THE budget presented to parliament by the Minister of Finance will provide additional revenues, and the number of taxpayers is materially augmented. Officers of National Revenue throughout the Dominion should bear in mind that secrecy is to be observed in all these matters and that no information is to be divulged regarding the collection of the various taxes and those who pay them.

His Conscience Pricked Him

THE stirrings of conscience continue. The Inspector of Income Tax, London, Ontario, received recently through the mail $500 in currency accompanied by a sheet of paper on which the word " conscience " appears.

Promotion of G. N. Bunker

THE position of Chief Inspector of Customs and Excise made vacant by the retirement of J. A. C. Bordeleau, has been filled by the promotion of G. Norman Bunker. Mr. Bunker is well known to the Customs-Excise staff throughout the Dominion as he was for several years Inspector in charge of Accommodation and Equipment. He came to the old Customs Department twenty-six years ago. Referring editorially to this appointment, the *Ottawa Citizen* said in a recent issue:—

" The promotion of G. Norman Bunker to the position of chief inspector of the Customs and Excise Department is another example of well merited promotion from within the ranks of the government service. Mr. Bunker has been a valued employee since he came here from Orillia in 1915. Though never much in the limelight " Norm ", as he is known to countless friends, has worked most conscientiously and at times under trying circumstances. His appointment after so many years of faithful service is widely popular."

Prospects Promising

INDICATIONS of a good tourist season this summer were seen by Thomas Clark, Collector of Customs and Excise at the port of Windsor in the fact that about nineteen thousand automobiles were handled at the Canadian end of the Detroit-Windsor tunnel and the Ambassador Bridge during the week-end, May 10-12. Of this total about 11,500 cars used the tunnel and 7,500 the bridge.

These traffic totals were considered by Windsor Customs officials to be fairly good for this time of year as the heavy rush of United States automobile tourists does not begin until the end of June when the public schools are closed.

Mr. Clark informs the REVIEW that a total of 63,921 passenger automobiles reported inwards through the port of Windsor, Ontario, during the month of April. Passenger cars outwards numbered 63,224; trucks inwards 3,504, outwards 4,313; buses inwards 250, outwards 245; local buses inwards 102,373, outwards 102,147.

Many United States tourists who decided last year to forego their visit to Canada because of the war are making inquiries at Windsor respecting tourist travel in this country.

W. G. Stamp, Collector at Fort Erie, Ontario, where the Peace Bridge and Ferry provide international service for motor vehicle travel informs the REVIEW a twenty-four hour schedule on week days is maintained at the Bridge by twenty-nine officers, which includes the collections of revenue and the checking of merchandise imported by motor transport, and this staff is maintained on week-ends to provide service for the automobile travel.

At the Ferry, eighteen hour daily operation is handled by five officers on week days with the addition of two officers on week-ends. These staffs will be augmented by summer officers as increased business demands.

Two officers will be assigned, from May 30 to Labour Day, to Crystal Beach, which is the summer resort and amusement park popular with residents of Buffalo, N.Y. and adjoining communities along the Lake Erie shore.

Up to the present time a number of entries have been passed for summer settlers' effects and temporary admission reports for household goods of persons taking up residence for the summer season along the lake and river shores.

The following figures represent the automobile travel via the Peace Bridge and Ferry through the Port of Fort Erie for April of this year. The figures in brackets are for the same month last year. Canadian automobiles inward 3,877 (8,735), outward 4,049 (8,686); foreign automobiles inward 34,533 (31,060) outward 33,530 (29,765); other vehicles inward 1,754 (2,004); outward 1,670 (1,677).

Comprising the total of foreign cars inward for April, 1941, with comparative figures for the same month of last year in brackets, are 8,841 cars covered by E.50 permit (7,029); 29 vehicles with E.50B permits (25); and 25,663 cars entered for touring purposes for forty-eight hours or less (24,006). Increase of 3,473 foreign vehicles inward.

G. C. Gardner, Collector at Niagara Falls informs the REVIEW that the number of United States automobiles entering Canada at that Port at this season of the year indicates this type of traffic will be much heavier during the coming summer months than that experienced last year.

One of the chief attractions of this vicinity at the present time is the construction of the new Rainbow Bridge across the Niagara Gorge, which, when completed, will replace the Falls View Bridge destroyed by the ice jam in 1938. The site of the new bridge is a short distance north of the old location and when complete will be the largest arch bridge in the world. Provision is made for fourteen lanes of traffic inward and outward.

A new four-lane highway, the Queen Elizabeth, is also under construction to the bridgehead which will carry through traffic to all points in Ontario. It is expected that the new bridge will be opened to traffic in October next, although no actual date of such opening can yet be determined.

Notes on Early Tourist Travel

OVER nine hundred more United States automobiles entered Canada under 60-day touring permits during March, 1941, than during the same month last year. The aggregate traffic however, decreased. In all 162,906 cars from the United States and other countries crossed into the Dominion during the month. This compared with 176,162 entered in March last year, a difference of 13,256. Cars entered under 60-day touring permits numbered 29,154, increase 915, cars entered for stays up to six months 54, increase 38, cars entered for purposes other than touring 2,254, increase 511, cars entered for stays of 48 hours or less 131,444, decrease 14,720. Of the 25 cars entered from countries other than the United States 13 came from Hawaii, 9 from Alaska, 2 from Mexico and one from the Philippine Islands.

Ontario, the premier tourist province, cleared 17,292 cars inward under 60-day touring permits, 16 cars for stays up to six months, 222 cars for purposes other than touring and 82,299 cars for periods of 48 hours or less. The leading ports of entry for the province were: Windsor 7.055 cars for 60 days, 29,060 for 48 hours; Fort Erie 3.886 cars for 60 days, 18,961 for 48 hours; Niagara Falls 3,039 cars for 60 days 25.191 for 48 hours; Sarnia 1,483 cars for 60 days, 2.646 for 48 hours. Quebec province entered 5,204 cars under 60-day touring permits, 3 for stays up to six months, 1.539 for purposes other than touring and 8.204 for periods of 48 hours. Phillipsburg, Que., cleared 1.391 cars inward under 60-day touring permits, Lacolle 1,117, Rock Island 412. Rock Island also cleared 3.298 cars for stays of 48 hours or less. Through British Columbia ports and outports 5.019 cars were entered under 60-day touring permits and 2,998 for stays of 48 hours or less. The principal point of entry was Pacific Highway which cleared 3.243 for 60-day periods. New Brunswick entered 1,199 cars under 60-day touring permits and 34.582 for stays of 48 hours or less. Of this latter number St. Stephen entered 23.479 cars for stays of 48 hours or less. Manitoba entered a total of 1,939 cars during the month, Saskatchewan 1.069 cars, Alberta 865 and Nova Scotia 4.

Automobiles were entered under 60-day touring permits from every state in the Union, the largest number for any one state coming from Michigan, totalling 8.586. New York was in second place with 7.554 cars, and Washington in third place with 4.395. Other states well represented were: Vermont 2.745, Maine 1,184, Ohio 623. Massachusetts 476, Pennsylvania 422. California 368, Illinois 355. The smallest representation came from New Mexico from which state just 2 cars were entered. Arkansas was represented by 3 cars. As for the most southern states, Florida entered 27 cars, Alabama 13, Mississippi 7, Louisiana 16, Texas 69.

A total of 14.932 Canadian cars crossed into the United States during March. Of this number 2.053 cars were cleared outward for periods of over 48 hours, and 12,879 for stays of 48 hours or less. During March, 1940, Canadian cars reported outward numbered 66.943. Ontario cleared 771 Canadian cars outward for stays of over 48 hours, British Columbia 706. Manitoba 213. Quebec 201, Saskatchewan 66. Alberta 57. New Brunswick 39. The busiest point of exit for this type of traffic was Pacific Highway where 474 cars were cleared. Other important points of exit were: Fort Erie 214, Emerson, Man., 198, Niagara Falls 177, Windsor 122 Kingsgate, B.C., 119, Lacolle, Que., 112.

What Visitors Think of Us

THE business slogan "We aim to please" could be blazoned appropriately throughout the vast vacation-land of the Dominion for every passing tourist to read. The millions of United States citizens that cross each year into Canada for vacations are courteously received, not only by Customs officers at the border but by all with whom they come in contact. That tourists are favourably impressed is evidenced by the many letters of appreciation received by both the Department of National Revenue and the Canadian Travel Bureau. Following are a few excerpts from these letters.

A visitor to Ontario wrote: "We were thrilled by the cleanliness and orderliness of the towns and communities; also the neatness of the farms, the good roads, and the comfortableness of tourist cabins. The neat, attractive shops and the cleanliness of the shops carrying food was especially noted, as well as the courtesy and kindness of all people we met. The beauty of the scenery was beyond description."

After touring the province of Quebec a motorist wrote: "My wife and I have never met such courteous people as we met in Canada throughout our whole trip." Another wrote: "We drove from near Albany, N.Y. to Montreal, and followed the St. Lawrence River on the Gaspe trip, back through New Brunswick, Maine, etc. We were impressed with every bit of the trip and think Canadians cannot be equalled for courtesy. We have travelled through New Brunswick and Nova Scotia before and I have never seen a person in any of my travels with whom I could get angry. I was on a hunting trip in New Brunswick in 1936 and the trip was a pleasure I will never forget."

A party after touring the Maritimes were enthusiastic: "We spent the greater part of our stay in Cape Breton at a little village called Briton Cove with a Scotch family. These people did everything possible to make our vacation an unforgetable one. We hope to go back this coming summer. We were most impressed by the down-right simplicity of living in these provinces, by the generosity and kindly spirit of the folks. We had the good fortune to attend some Gaelic functions. All these helped to provide a store of memories from which we have drawn heavily this past winter."

Alberta and British Columbia elicited the following praise: "I have nothing but pleasant memories. Much of our time was spent in the Lake Louise region, and certainly nothing less than the superlative can be employed to describe it. Hope we may again have the opportunity of revisiting your land of scenic beauty. We were very impressed by the friendliness of your citizens towards tourists and the utmost courtesy shown everywhere when information was desired."

Further excerpts typical of the many received, follow:—

"People treated us like members of the family. The food was excellent, the country beautiful and we got seven deer. The whole trip was particularly interesting and we will go again."

"We were impressed by the cordiality of the people as we travelled through Ontario and Quebec from Sault Ste. Marie to the Vermont border. We stopped at tourist camps and were pleased with the accommodations, especially at Ottawa. We had no fault to find with the prices charged. We were impressed most of all by the Dionne Quints; the beauty of Ottawa—we have never seen so many flowers before concentrated in one city; the Ottawa River; Government buildings at Ottawa."

"Everything on the trip was entirely satisfactory. I am a great admirer of Canada, its people and everything pertaining to it, though I have neither friends nor relatives in Canada. I have made many visits to Canada. I spent three months in Nova Scotia in 1934, and loved it. I have been in Toronto five times, twice in Montreal, once in Quebec, Ottawa, Saint John and Moncton. Everyone I met was pleasant and helpful. Is there anything more that I might say to show that I like Canada. I have no interest in sophisticated summer resorts, but I like Canada's many places of historic and scenic interest."

"We found Canadian Customs officers pleasant and courteous, and prices everywhere were reasonable. We were very taken with the public market square in Ottawa where we purchased most of our supplies for a canoe trip up the Baskatong Lake, also by the Government buildings, also by the quick transition from civilization to wilderness after leaving the lower end of Baskatong Lake."

"Our entire trip was grand—we enjoyed every minute of it. The Canadian people are the nicest I have ever met. We found prices quite reasonable, and food excellent. The most impressive features of the trip for us were the Dionnes; capital buildings at Ottawa; Citadel at Quebec and the Shrine of St. Anne de Beaupre. We love the city of Quebec and enjoyed Ottawa. The guide on the trip through the Parliament Buildings was very courteous and helpful. Enjoyed it all so much that we want to go back again."

Hamilton's Fine Showing

ACCORDING to a financial statement furnished the REVIEW by A. Ballentine, Collector, the port of Hamilton, Ontario, reached an all-time high in Customs-Excise revenue in the month of April with a total of $2,631,818. Collections in detail were as follows: import duty $566,332, sales tax on imports $146,779, Excise tax on imports $8,181, war exchange tax $428,591, sales and Excise taxes (domestic) $1,012,455, Excise duty $468,943, sundry collections $537.

"Made in Canada" Rulings

BICYCLE Rims have been transferred from the category of " a class or kind *not made* in Canada " to that of " a class or kind *made* in Canada ", and in accordance with the Government's undertaking to give " adequate notice " to parties concerned, the ruling referred to is to be effective three weeks from the date hereof, May 9, 1941.

In connection with the administration of Tariff Item 208t, you are advised that the chemical listed below is now of a kind made in Canada:

Vitamin B 1 (Thiammin Hydrochloride)

In accordance with the Government's undertaking to give " adequate notice " to parties concerned, this memorandum is to be effective three weeks from the date hereof, May 17, 1941.

Wallboard with a density of 34 pounds and over per cubic foot has been transferred from the category of " a class or kind *not made* in Canada " to that of " a class or kind *made* in Canada ", and in accordance with the Government's undertaking to give " adequate notice " to parties concerned, the ruling referred to is to be effective three weeks from the date hereof, May 1, 1941.

In connection with the administration of Tariff Item 208t, collectors are advised that the chemical listed below is now of a kind made in Canada: Vitamin D 3.

In accordance with the Government's undertaking to give " adequate notice " to parties concerned, this memorandum is to be effective three weeks from the date hereof, May 28, 1941.

Lead Acetate, White Crystals, has been transferred from the category of " a class or kind *not made* in Canada " to that of "a class or kind *made* in Canada", and in accordance with the Government's undertaking to give " adequate notice " to parties concerned, the ruling referred to is to be effective three weeks from the date hereof, May 23, 1941.

Excise Duty Collections

COMPARATIVE statement of Excise duty collections, in Canada, during the months of April, 1940, and April, 1941:—

April, 1941, spirits, matured $1,491,860; April, 1940, $1,583,113. April, 1941, spirits, unmatured, $122,980; April, 1940, $156,472. April, 1941, validation fee $26,459; April, 1940, $60,912. April, 1941, malt, $1,801,182; April, 1940, $1,544,843. April, 1941, beer $27,929; April, 1940, $31,858. April, 1941, malt syrup $8,826; April, 1940, $6,218. April, 1941, cigars, $47,841; April, 1940, $40,266. April, 1941, cigarettes, $3,773,084; April, 1940, $3,307,909. April, 1941, manufactured tobacco $900,159; April, 1940, $695,491. April, 1941, licences $9,946; April, 1940, $9,354. April, 1941, Canadian raw leaf tobacco, $22,079; April, 1940, nil; April, 1941, total $8,232,350; April, 1940, $7,436,441.

Comparative statement of tobaccos, cigarettes and cigars, entered for consumption, in Canada, during the months of April, 1940, and April, 1941:—

April, 1941, tobacco, cut, 2,240,988 pounds; April, 1940, 2,310,529 pounds; April, 1941, tobacco, plug, 263,509 pounds; April, 1940, 301,415 pounds; April, 1941, tobacco, snuff, 72,226 pounds; April, 1940, 64,620 pounds. April, 1941, cigarettes, number 616,465,657; April, 1940, number 648,732,357. April, 1941, cigars, number 15,917,290; April, 1940, number 13,628,447. April, 1941, Canadian raw leaf tobacco 220,794 pounds.

Canal Traffic in April

THE Welland Ship Canal opened for traffic on April 9, 1941, which was seven days earlier than in 1940. The St. Lawrence Canal followed on April 10 and the Sault Ste. Marie Canal on April 17. The opening of the St. Lawrence Canals was three days earlier than last year and the Sault Ste. Marie Canals six days earlier. Other canals also opened earlier.

In consequence the total traffic using the Welland Canal increased from 448,678 tons in 1940 to 663,650 in 1941. Wheat, flour, gasoline, petroleum, iron and steel and iron ore were all up. The Canadian and United States locks of the Sault Ste. Marie Canals had by far the heaviest April movement on record. The total tonnage through the locks was 7,865,478 compared with 1,278,160 tons in April, 1940. Total traffic on the St. Lawrence was 308,137 as against 267,757 tons a year ago.

Centralize Issue of Export Permits

IN order to centralize the issue of export permits for all products for which such permits are required, the regulations have been consolidated and a single Export Permit Branch established in the Department of Trade and Commerce by Order in Council published in the *Canada Gazette* April 26, 1941, and effective from May 5, 1941.

Since the outbreak of war it has been necessary to establish permit boards in many Departments of the Government, but with the increasing volume of products this multiplicity of Government agencies has created a situation which is confusing to traders and is making it difficult to co-ordinate the policies and information in relation to the export of goods to destinations from which they may be transhipped to territories under enemy occupation or control. Consequently the one Export Permit Branch has been established, and assumed its duties on May 5.

Exporters, transportation companies, and all persons interested in export shipments are advised to make themselves familiar with the revised export permit regulations. This will be facilitated by the consolidation of the regulations. These will be made available through Chambers of Commerce, Boards of Trade, the Canadian Manufacturers' Association, and Customs officers, as well as being obtainable direct from the Export Permit Branch, Department of Trade and Commerce, Ottawa.

Tariff Change by Order in Council

BY Order in Council (P.C. 2968) dated April 29, 1941, passed under the authority of Section 284, paragraph (*m*) of the Customs Act, it is ordered that the undermentioned product be accorded the tariff treatment hereunder indicated from February 15, 1941, to December 31, 1941, inclusive.

Sheets of iron or steel, cold rolled, when imported by manufacturers for use exclusively in the manufacture of sheets coated with tin

British Preferential Tariff	Free
Intermediate Tariff	Free

(To be designated as Tariff Item 386a).

Re: Trading with the Enemy

EFFECTIVE May 1, 1941, the provisions of the Trading with the Enemy Regulations have been extended to and are deemed to apply to the mainland of the Kingdom of Greece as enemy occupied territory.

Collectors are advised that all importers who have goods originating in such territory of the Kingdom of Greece at their Ports should be instructed to apply to the Office of the Custodian, Department of Secretary of State, for release, and the goods are not to be delivered pending such release.

Re: Tax on Gasoline

WITH reference to the excise tax of three cents (3c.) per gallon imposed on gasoline manufactured in Canada or imported into Canada, collectors are advised that the following is the provisional definition of gasoline:—

> "Gasoline is defined as any product by whatever name known or sold, capable of being used to generate power when used in an internal combustion engine, produced from petroleum, natural gas, shales or coal, providing that the specific gravity is heavier than 0·65 (87·8° A.P.I.) and lighter than 0·8017 (45·0° A.P.I.) at 60° F. and including benzol or benzene".

The tax should be collected on all gasoline or other products coming within the above definition, imported on and after April 30, 1941.

Manufacturers' excise tax licences are to be issued to refiners of gasoline, who are to account for the excise tax on their sales to independent purchasers on Form B-93.

War Exchange Conservation Act

UNDER the authority of Subsection (2) of Section 3 of the War Exchange Conservation Act, the Minister of National Revenue has exempted from the provisions of the War Exchange Conservation Act parts for the manufacture or repair of fishing tackle, so that this Act may be administered as if Item 440j read as follows:—

> 440j—Trawls, trawling spoons, fly hooks, sinkers, swivels, sportsmen's fishing reels, bait, hooks, and fishing tackle, n.o.p. (but not to include parts for the manufacture or repair of fishing tackle).

Effective on and after May 17, 1941, the date of publication in the *Canada Gazette.*

UNDER the authority of Subsection (2) of Section 3 of the War Exchange Conservation Act, the Minister of National Revenue has exempted orange juice and lemon juice, classified under item 152 of the Customs Tariff, and industrial diamonds classified under item 648a of the Customs Tariff, from the provisions of the said Act, so that the Act may be administered as if Item Ex. 152 and item 648a read as follows:—

> Ex. 152—Lime juice, fruit syrups and fruit juices, n.o.p. (but not including orange juice, lemon juice or grapefruit juice),
> 648a—Diamonds, unset (but not to include Industrial Diamonds).

Effective on and after April 26, 1941, the date of publication in the *Canada Gazette.*

To Aid the War Effort

PULLING from his pocket a one hundred dollar bill with which "to fight Hitler", a man walked into the office of Arthur Laing, Collector of Customs and Excise at Montreal, recently, to contribute what he had towards Canada's war effort.

Mr. Laing wrote to Mr. H. D. Scully, Commissioner of Customs, that the donor, who preferred to remain anonymous, was a labourer and proudly proved it by disclosing the well-known sinewy hands of one who toiled at manual tasks. He told the Collector that he would be back again to give more for the same cause as soon as he could afford it—that "they had not seen the last of him".

"This man's visit to my office", wrote Mr. Laing, "was an extraordinary and most inspiring event."

The donation was forwarded by Mr. Laing to Mr. Scully, Commissioner of Customs, and it was sent on to the Minister of Finance by Hon. Colin Gibson.

Re: Lumber

THE Minister of National Revenue has established the following regulations under authority of Section 99 of the Special War Revenue Act:

Lumber for purposes of this regulation means the product of logs, rough or dressed, measured by linear measure and sold according to this or board measure, and not by units, and does not include sash, doors, frames, cupboards, tables, boxes, shingles, lath, veneers or plywood, or similar goods.

" Wholesalers of lumber " means those persons whose principal business is selling lumber to retailers or in wholesale quantities to licensed manufacturers or others.

" Retailers of Lumber " means those persons whose principal business is selling lumber to building contractors and users who are not licensed manufacturers of products made from lumber.

Manufacturers of lumber whose annual sales exceed three thousand dollars per annum shall obtain sales tax licences and pay the sales tax on their total taxable sales and on their selling prices.

Wholesalers of lumber, plywood and veneers are not required to obtain sales tax licences, but may do so on application approved by the Department and on deposit of the bond required under Section 96 of The Special War Revenue Act, but the requirement of the Act as to a percentage of their sales being to exempt purchasers need not be applied.

Retailers of lumber who do not manufacture sash, doors, cupboards, boxes, tables, etc., will not be granted licences.

Retailers of lumber who operate woodworking plants and manufacture therein sash, doors, frames, tables, cupboard, etc., and whose sales of such products do not exceed one thousand dollars per annum will not be required to be licensed nor will licences be issued to such businesses. Where sales of the goods mentioned exceed one thousand dollars per annum and licence is required, it will not be permissible to purchase lumber free from tax by operation of licence, but a deduction will be allowed for the tax paid on purchase of the lumber when paying the tax on the sales of manufactured goods.

Manufacturers of lumber, who also manufacture sash, doors, frames, cupboards, tables, boxes, etc., and the combined sales of these goods exceed three thousand dollars per annum, will be required to be licensed and account for sales tax on their total taxable sales, and the tax shall be payable on the selling prices of such goods.

Manufacturers of plywood, veneers, lath, shingles and similar goods will be required to be licensed and account for the tax on their taxable sales if their annual sales of these goods exceed one thousand dollars per annum.

Manufacturers of lumber whose sales exceed three thousand dollars per annum and who operate retail lumber businesses may, for sales tax purposes, transfer lumber of their own production to such yards at the current market value of the lumber, but this value shall be subject to the approval of the Department. The tax shall be paid when the transfer is made to the retail yard.

Licensed manufacturers of lumber products are not permitted to purchase sash, doors, frames, cupboards, tables, boxes, lath, shingles, cement, other building materials, etc., free from sales tax, and may obtain plywood and veneers by use of their licences and certificate only if they use these products in the manufacture of their own taxable goods.

Licensed manufacturers and licensed wholesalers of lumber will be required to account for the sales tax on lumber purchased by them from farmers, settlers, and from lumber mills whose annual production is less than three thousand dollars per annum.

Where freight is paid for transporting the lumber from the licensed manufacturer to his customer, this may be deducted for sales tax purposes where it is shown as a separate charge on the invoice and where receipted freight bills are produced in substantiation of the amount of freight paid.

Wood shavings, sawdust and slabs are exempt from sales tax.

Custom sawing of logs into lumber by licensed manufacturers of lumber for bona fide farmers or settlers for their own use and not for resale will not be taxable.

These regulations shall be deemed to have come into force on April 30, 1941.

Permits for Firearms for Tourists

1. Under the Defence of Canada Regulations aliens are not permitted to carry firearms in Canada or to have them in their possession, but, by a recent amendment by Order in Council, tourists who wish to come to Canada for hunting, trap or gun club shooting, etc., are given the opportunity of obtaining a special permit issued by the Royal Canadian Mounted Police at Ottawa.

2. Tourists who wish to take advantage of this concession are advised to communicate a sufficient period in advance of their proposed visit to afford ample time for inquiry as to their bona fides (should this be considered necessary), and for the permit when issued to be forwarded to the Collector of Customs at the Canadian frontier port prior to their arrival.

3. Applications should be addressed to the Commissioner, Royal Canadian Mounted Police, Ottawa, and should state in each individual case:

- (*a*) Name, residence and occupation;
- (*b*) Purpose and duration of visit;
- (*c*) Destination in Canada;
- (*d*) Canadian frontier port of arrival and date, and,
- (*e*) Description, make and serial number of each firearm for which a permit is required.

4. Permits will be issued by the Royal Canadian Mounted Police, in duplicate, and both copies will be forwarded direct to the Collector of Customs at the Canadian frontier port of arrival designated in the tourist's application. The original permit will be given to the tourist at the time Form E-29 (or E-50 as the case may be) is prepared, and is to be kept by the tourist with Customs Form E-29 (or E-50) and must be surrendered by the tourist to Customs at the Canadian frontier port of exit along with the Customs form.

5. No permit will be issued for automatic firearms.

6. Revolvers will be admitted only when the owner intends to take part in a competition sponsored by a reputable Canadian shooting club.

7. The firearms permit issued under this provision does not replace the usual hunting or game permit, which must be obtained from the proper Provincial authorities as heretofore.

8. A reasonable quantity of ammunition may be allowed for each firearm admitted, after payment of duty and taxes thereon in the ordinary course and without provision for refund in respect of any quantity thereof unused and returned.

9. Firearms and ammunition must on no account be admitted as traveller's samples.

10. Supplement No. 4 to Memorandum Series D No. 12 is superseded, effective on and after June 1, 1941.

Production of Gold

THE Canadian gold production in February, 1941, totalled 412,730 ounces valued at $15,890,105 compared with 434,259 at $16,718,971 in the previous month and 405,365 at $15,606,553 in February, 1940. The total for the first two months of 1941 was 846,989 ounces valued at $32,609,076 compared with 829,746 valued at $31,945,221 in the corresponding period of 1940.

Record Travel to National Parks

TOURIST travel to Canada's national parks set a new record in the fiscal year ended March 31, 1941, when a total of 1,170,653 visitors entered the parks as compared with 995,270 in the preceding fiscal year. The previous record was established in 1937-38 when a total of 1,008,690 visitors was reported.

Banff National Park had the largest attendance with 282,851 visitors as compared with 235,509 in the fiscal year ended March 31, 1940. Traffic to Jasper National Park increased by almost 300 per cent, when 91,057 visitors were registered as against 23,115 last year. The phenomenal gain in travel to this park is attributed mainly to the opening of the new Banff-Jasper Highway last June.

The increased attendance at Banff and Jasper is reflected in the heavier movement of tourists to Yoho and Kootenay National Parks, which adjoin Banff. Yoho attracted 112,325 visitors against 67,539 last year, and Kootenay had 73,562 compared with 62,063. Attendance at Waterton Lakes National Park—the Canadian Section of the Waterton-Glacier International Peace Park—totalled 114,578 as against 108,527 in 1939-40. American tourists to Waterton Lakes numbered 43,854, many of whom continued on to Banff over the all-paved route linking the two parks. An increase of 20 per cent was recorded at Mount Revelstoke National Park, the most westerly unit of Canada's parks system.

Elk Island National Park, the home of Canada's national herd of Buffalo and famed as a summer resort, attracted 49,977 visitors in the fiscal year just ended. In Saskatchewan, Prince Albert National Park was visited by 30,090 persons, compared with 27,367 last year. In Manitoba, Riding Mountain National Park, ranking second in popularity among the parks, had 163,230 visitors, a gain of 33,384.

Point Pelee National Park in Ontario attracted 107,833 visitors, of whom 35,419 came from the United States. St. Lawrence Islands National Park reported an attendance of 16,650. In the Maritime Provinces, Prince Edward Island National Park was visited by 35,665 tourists compared with 35,488. Tourist travel to Cape Breton Highlands National Park in Nova Scotia was recorded at 20,151 persons.

The National historic parks were also popular during the year, attendance reports from Fort Anne, Fort Beausejour, Fort Chambly, Fortress of Louisbourg, Fort Wellington, and Port Royal showing an aggregate total of 59,547 visitors.

Export Clearances of Wheat

OVERSEAS export clearances of wheat during the week ending May 16, 1941, amounted to 8,821,954 bushels compared with 4,726,567 for the corresponding week last year. The accumulated total for the period from August 1, 1940, to May 16, 1941, was 127,966,730 bushels as against 125,408,470 during the same time a year ago.

Gold Receipts in April

GOLD received at the Mint from Canadian mines amounted to 385,488 fine ounces in April, 1941, compared with 426,842 in the preceding month. Receipts are normally less in April than in March. After seasonal adjustment the index consequently moved up from 127·2 to 130·0. Receipts in the same month of last year were 418,995 fine ounces, the index at that time having been at the particularly high point of 162·5. The value of the gold aside from jewellery and scrap received at the Mint during April was $7,968,746. The receipts from Ontario mines amounted to 244,717 fine ounces, valued at $5,058,741. The shipments from Quebec and British Columbia followed in the order named.

HERE AND THERE

The Editor has received from E. W. Prowse, Superintendent, Customs Postal Parcels Branch, Winnipeg, the following little story:—

A computing clerk was dealing recently with a woman importer of needles from the United States. He informed the lady that duty and taxes amounting to 9c. must be paid; whereupon the lady exclaimed " Just think of that! In spite of the Lend-Lease Bill and all that, I still have to pay."

Here is an item of interest. A resident of Cleveland, Ohio, entered Canada last autumn and paid duty on a case of shotgun shells, in accordance with the regulations. He had no luck in finding ducks, and the 19 boxes of the 20 boxes of shells were exported unused. Authority was obtained for refund of the amount of $11.55 which was paid to him. The cheque has now been returned through the Collector at Fort Erie, with the request that it be handed over to any war activity which he might designate.

Welcoming ten bus loads of Ann Arbor, Michigan, high school students recently to Windsor, Ontario, Controller A. L. Mason reminded the students of the ease they experienced in crossing the international boundary line into Canada " Despite any false propaganda that you may hear", Controller Mason declared, "you know now that it is just as easy to cross into Canada as it is for a Michigan resident to enter the State of Ohio."

The friendly relations between Canada and the United States make possible this easy passage of travellers between these two countries, the speaker declared, pointing out that there is no international border anywhere else in the world so easy to cross.

The address to the visiting students was given at an assembly in the Kennedy Collegiate. It was the ninth annual international demonstration of its kind.

A letter in the Ukrainian language was received recently by C. F. Elliott, Commissioner of Income Tax which contains some amusing paragraphs. A translation follows:

> I beg to acknowledge receipt of two letters written to me by you with which I feel honoured as never before. In one of your letters you fixed my income tax for 1938 with $10.34. The same tax for 1939 should be $16.40.
>
> Well, sir, it is too much, and these taxes are too heavy for me to pay them both at once, and I am sorry to request that you be kind enough to allow me to cover these taxes in two instalments.
>
> Do you know what they are talking about in the Federal Parliament? That twenty miseries for one dinner are too much. My wife is crying for a new furnace and washing machine, she will praise the generosity of her husband in talking with her friends, but if I do not fulfill her desire she is threatening me with leaving housekeeping and divorcing me. Then the landlord is coming along asking for payment of the due rent for his house. Then you have the grocer who is crying that my wife did not yet pay for the groceries delivered to her for months, the milkman wants to have his bills paid, not speaking about the baker who is insisting to be just as well paid for bread which he has delivered. I am writing you the whole truth and should see the gay party in my house when all those people appear with their claims, I have a heavy headache.
>
> Furthermore, I have to pay my war tax, to contribute to the Red Cross, to the pool tax and they deduct eight dollars monthly from my salary for war savings certificates.
>
> I am forwarding to you at the same time the sum of $10.34 covering the income tax for 1938 according to your claim. My income tax for 1939 will be transmitted to you in the near future.

Rainbow Bridge at Niagara Falls, being built to replace the old Falls View Bridge, which was destroyed by ice, January 27, 1938, is nearing completion. Flags of both Canada and the United States were flown as the centre arch was swung into place recently. This bridge, a symbol of international unity, crossing the most peaceful border in the world, will cost nearly four million dollars. Its completion this fall will mark a new achievement in the annals of bridge building.

Ground was broken in May, 1940, near the place where the old Falls View Bridge formerly stood, about one thousand feet downstream from the American Falls. The gorge at this spot is two hundred feet deep and a thousand feet wide. The water flows at the rate of from 25 to 30 miles an hour, and a volume of about 6,000,000,000 pounds of water passes every minute.

The great steel arch of the bridge has a span of 950 feet and rises from its supporting abutments on both sides of the river to the level of the top of the gorge. This is believed to be the longest hingeless arch in the world. Each of these abutment piers is located about fifty feet back from the water's edge and an equal distance above the surface. The piers and the approach spans rest on solid rock which forms the sides of the Niagara gorge, so that they do not have contact with the river and are high above any possible ice-pack level. This insures the new bridge from all danger of suffering the fate of its predecessor.

SMALL COLLECTIONS ENTRY FORM B-16 SPECIAL

Small Collections Entry Form B-16 Special (known as Form B-16 Special "A" at ports where accounting machines are used) is now authorized for use in respect of goods arriving by parcel post, express or as baggage at all Customs offices.

At all ports other than those listed hereunder, at all outports, preventive stations and at postal collecting stations, entries for goods to the value of Fifty dollars ($50) on any one invoice, and at the ports listed hereunder entries for goods to the value of One hundred dollars ($100) on any one invoice, may be accepted on Form B-16 Special:

Halifax, N.S.
Sydney, N.S.
Fredericton, N.B.
Moncton, N.B.
Saint John, N.B.
Montreal, Que.
Quebec, Que.
Rock Island, Que.
Sherbrooke, Que.
Three Rivers, Que.
Belleville, Ont.
Brantford, Ont.
Chatham, Ont.
Fort Erie, Ont.
Fort William, Ont.
Galt, Ont.
Guelph, Ont.
Hamilton, Ont.
Kingston, Ont.
Kitchener, Ont.
London, Ont.
Niagara Falls, Ont.
Oshawa, Ont.
Ottawa, Ont.
Peterborough, Ont.
Port Arthur, Ont.
Prescott, Ont.
Sarnia, Ont.
Sault Ste. Marie, Ont.
St. Catharines, Ont.
Toronto, Ont.
Walkerville, Ont.
Wallaceburg, Ont.
Welland, Ont.
West Toronto, Ont.
Windsor, Ont.
Winnipeg, Man.
Moose Jaw, Sask.
Regina, Sask.
Saskatoon, Sask.
Calgary, Alta.
Edmonton, Alta.
New Westminster, B.C.
Prince Rupert, B.C.
Vancouver, B.C.
Victoria, B.C.

Referring to Memorandum Series D No. 74, paragraph 7, it is to be distinctly understood that certified invoices (in duplicate) are required in all cases of goods being "Merchandise for Sale", and that such goods, in respect of which certified invoices are not produced, are to be dealt with as provided in the said memorandum. Pro Forma Invoice (Form E-46) may be used only in special cases where certified invoices are not obtainable for shipments not being "Merchandise for Sale". Collectors should note, however, the special provisions with respect to bound books and sheet music contained on page A-27 of Instructions for Port Officers.

Memorandum No. 221 Revised is hereby superseded.

FRUIT AND VEGETABLE ORDERS

Notice is given that the Minister has directed that the suspension of application of value fixed for Lettuce in respect of importation into the Provinces of Manitoba, Saskatchewan, Alberta and British Columbia (vide Fruit and Vegetable Bulletin No. 1, 1941, (Supplement No. 1)), be withdrawn effective May 14, 1941, and the value fixed shall apply on and after that date. Provided that the value fixed shall not apply to importations into the above mentioned Provinces which were bona fide purchased and in transit to the purchaser in Canada on or before May 13, 1941, and entered at Customs on or before May 23, 1941.

The Minister has directed that the application of the value fixed for Beets and Cabbage imported into Canada, as per Fruit and Vegetable Bulletin No. 4 (1941), be suspended until further notice in respect of importation into the Provinces of Nova Scotia, New Brunswick, Prince Edward Island, Manitoba, Saskatchewan, Alberta and British Columbia.

EXTERNAL TRADE OF CANADA

Canada's external trade in March, 1941, excluding gold, was valued at $210,977,483 compared with $190,163,962 in February and $160,199,036 in March, 1940. The total for the first quarter of 1941 was $588,476,566 compared with $465,512,642 in the like period of 1940.

Domestic exports in March totalled $101,918,653 compared with $99,596,443 in February and $82,719,395 in March, 1940. The first-quarter total was $268,436,564 compared with $243,898,474 a year ago. Foreign exports in March were worth $1,076,608 against $935,891 in February and $745,745 in March, 1940, while the total for the first three months of 1941 was $4,043,690 compared with $2,734,574.

Imports during March were appraised at $107,982,222 compared with $89,631,628 in February and $76,733,896 in March, 1940. First-quarter imports were valued at $295,996,312 compared with $218,879,594 in the same period of 1940.

PRODUCTION OF HONEY IN 1940

The second estimate of Canada's 1940 honey crop is placed at 23,673,100 pounds, being 5·2 million pounds smaller than the 1939 crop. Decreases in numbers of bee-keepers and apiaries combined with an average production of only 59 pounds per hive resulted in a small crop of only fair quality. The bulk of the crop has been marketed at an average price to producers of 10·2 cents per pound which is 1·5 cents higher than the average price received for the 1939 crop. The total value of the 1940 crop of honey and wax amounted to $2,517,900, as compared with $2,615,700 in 1939.

Exports during the calendar year 1940 totalled 10,780,498 pounds as compared with 4,706,914 in 1939. The quota of approximately 4·5 million pounds set by the United Kingdom Government for imports of Canadian honey for the year beginning June 10, 1940, has already been filled.

CANADA'S EXPORTS IN APRIL

The exports of Canadian products in April, 1941, were of the value of $124,394,487 compared with $83,565,008 in April last year. This was an increase of $40,829,747 or more than 48 per cent.

The following were the leading export commodities with the April, 1940, figures in brackets: wheat $17,393,126 ($4,771,315); newsprint $13,018,979 ($12,317,752); meats $7,925,717 ($5,504,324); wood pulp $6,819,747 ($4,353,160); automobiles and parts $8,765,559 ($590,360); planks and boards $4,464,828 ($3,862,258); wheat flour $3,046,657 ($2,167,097); fish $2,506,920 ($2,072,305); furs $992,721 ($1,073,621); cheese $154,235 ($458,123).

Canadian commodities exported during the four months ending April amounted to $412,831,860 compared with $327,463,482, an increase of $85,367,378 or 26 per cent.

Exports of leading commodities in these four months were as follows: newsprint $43,917,357 ($39,329,845); wheat $39,017,774 ($27,937,962); automobiles and parts $33,077,746. ($7,430,602); meats $25,506,578 ($22,033,045); wood pulp $24,498,974 ($15,620,842); planks and boards $18,706,435; ($14,697,865); fish $11,143,265 ($9,637,677); wheat flour $8,301,936 ($9,779,345); furs $5,975,686 ($6,387,941); cheese $536,162 ($2,579,079).

PRODUCTION OF BUTTER AND CHEESE

Production of creamery butter in April, 1941, advanced to 19,032,969 pounds from 12,350,708 in the previous month and 16,682,208 in the corresponding month last year. Cheese production totalled 3,720,386 pounds compared with 1,407,806 in March and 4,937,478 in April, 1940.

OUTPUT OF LEATHER FOOTWEAR

The output of leather footwear in March, 1941, amounted to 2,524,243 pairs, an increase of 14 per cent over the previous month and 13 per cent over the production in the corresponding month last year. In the three months ending March, 1941, the total output was 6,641,192 pairs compared with 6,595,846 in the corresponding period of 1940.

NEWS AND COMMENT

Ottawa: Charles S. Brunton, former Assistant Inspector of Income Tax at Headquarters, died May 19, 1941. Mr. Brunton retired on Superannuation in February last after nearly twenty-three years' service. He was appointed to the Income Tax Division in July, 1918, and shortly after received a promotion to Assistant Inspector. Born at Winchester Springs, Ontario, in 1886, Mr. Brunton lived for the past 42 years in Ottawa. He was a keen golfer and fisherman. His death is deeply regretted by his former colleagues and many friends.

Hamilton: A notable event in Canada's athletic history was recalled recently when on May 1, William Sherring of the Customs-Excise staff at Hamilton, Ontario, winner of the Olympic Marathon race which was run in Greece, May 1, 1906, and three other 1906 Olympic athletes, were guests of honour at a Hamilton Rotary club luncheon. Mr. Sherring is the only Canadian who has ever triumphed in this world classic race.

Few men who held public office when Sherring returned home are alive to-day. At his home-coming in May, 1906, the mayor of Hamilton headed the public reception which drew one of the largest crowds ever to assemble in front of the City Hall. Mr. Sherring is at present senior clerk in charge of the Customs express and parcel post at Hamilton and is a much respected officer.

Winnipeg: An all-time high in Customs-Excise revenue for any one month at this port was reached in April when collections totalled $1,714,562. This was an increase of $658,892 compared with April, 1940, and was $169,625 in excess of the previous largest revenue which was collected in October, 1928, and totalled $1,544,947.

Collections for April, 1941, in detail, showing comparison with the same month a year ago, were as follows: Customs import duties $598,824, increase $185,806; import sales tax $201,127, increase $76,263; import Excise tax $9,905, increase $5,361; domestic Excise tax $434,066, increase $67,533; Excise duty $199,159, increase $53,484; import war exchange tax $270,473, increase $270,473; sundry collections $1,009, decrease $28.

Edmonton: Collections of $2,672,418 in Customs-Excise revenue were made during the twelve-month period under review as against $2,369,597 in 1939-40, a net increase of $302,821. War exchange tax amounted to $229,905, while Excise tax, domestic, totalled $885,267, an increase of $188,244, and sundry collections $1,745, an increase of $41. Other revenue totals showed decreases: Customs import duty $921,012, decrease $28,392; sales tax on imports $216,036, decrease $41,373; Excise tax on imports $12,496, decrease $2,596; Excise duty $405,957, decrease $43,009.

Customs entries for the respective years numbered 14,627 (17,878), Excise tax entries 4,594 (3,849), Excise duty entries 1,084 (1,066), freight and express manifests 8,252 (9,808).

Revenue collected at the Customs postal branch, Edmonton, in the past fiscal year totalled $37,249, an increase of $1,170, while the number of parcels received was 53,859, a drop of 17,760. At the express branch collections amounted to $45,355, increase $3,086, while parcels received numbered 8,240, decrease 1,415.

Calgary: A revenue statement covering the Customs-Excise collections for the past fiscal year showing comparison with the previous year, at the port of Calgary, Alberta, gives the following: total revenue $4,416,498, increase $1,524,310; import collections $2,097,182, increase $530,161; sundry collections $2,237, decrease $174; Excise duties $1,156,160, increase $648,743; Excise taxes $1,160,919, increase $345,580.

Express branch collections for the year at Calgary amounted to $84,997, an increase of $7,753; postal branch collections $55,055, an increase of $7,607.

The number of manifests received was 9,011, decrease 1,640; manifests forwarded 297, decrease 104. Entries numbered 27,232, a decrease of 2,401.

Regina: Collections for the year 1940-41 at the Customs-Excise port of Regina, Sask., amounted to $2,792,685 as against $2,029,325 collected during 1939-40, a net increase of $763,360. Import duty collections totalled

$954,671, increase $112,553; sales tax on imports $191,648, increase $7,779; Excise tax on imports $8,943, decrease $5,692; war exchange tax on imports $399,631, increase $399,631; Excise tax $583,378, increase $107,303; Excise duty $652,963, increase $141,783; sundry collections $1,449, increase $2.

TORONTO: Substantial gains were made in revenue collected at both the express and postal branches, Toronto. during the month of April last compared with April, 1940. At the Customs express branch collections amounted to $420,929, an increase of $192,447, packages received numbered 20,407, decrease 8,233, entries 4,924, increase 573. Postal branch collections totalled $164,854, an increase of $88,832, while packages received numbered 31,140, decrease 7,050, packages delivered 30,471, decrease 6,643, entries 3,011, decrease 279.

Sixty-two aeroplanes inward and outward, were cleared through the Customs airport during the month. Of these 34 were United States planes and 28 were Canadian. Passengers carried numbered 165, pieces of baggage 234. During April, 1940, planes cleared inward and outward numbered 44, passengers 241, pieces of baggage 126.

NIAGARA FALLS: Automobiles inward and outward through the port of Niagara Falls during April numbered 60,023 compared with 95,071 cleared during April, 1940. Passengers for the respective months numbered 165,693 and 376,831. Traffic totals in detail for April were as follows: United States cars inward 23,254, outward 21,644: Canadian cars inward 7,335, outward 7,790; other vehicles inward 1,579, outward 1,588.

United States cars entered under 60-day touring permits numbered 6,006, an increase of 1,585, while cars entered for stays of 48 hours or less totalled 17,208, a decrease of 5,627. Buses inward numbered 705, decrease 298, outward 704, decrease 305.

MONTREAL: International air traffic through the Customs Air Harbour, St. Hubert, Quebec, handled during the month of April last totalled 410 aeroplanes, carrying in all 2,988 passengers and 3,692 pieces of baggage, increases compared with April, 1940, of 156 planes, 621 passengers and 647 pieces of baggage. Traffic totals in detail for April, 1941, showing comparison with the same month last year, were:

Aeroplanes inward 204, increase 76, outward 206, increase 80; passengers inward 1,481, increase 348, outward 1,507, increase 273; pieces of baggage inward 1,857, increase 373, outward 1,835, increase 274; express parcels inward 151, increase 69, outward 62, increase 40; bags of mail inward 547, increase 76, weight 4,991 pounds, increase 1,192, outward 547, decrease 30, weight 3,829 pounds, increase 350.

MONTREAL: The Customs express branch, Montreal, collected $411,452 during the month of April, an increase of $189,215 over the same month last year. Packages received numbered 24,737, a decrease of 5,817, while entries numbered 3,591, an increase of 598. Collections at the postal branch amounted to $91,887, a gain of $19,056. Parcels received totalled 23,166, decrease 1,634, parcels cleared 22,629, decrease 1,695, entries 2,167, increase 399.

JUST AMONG OURSELVES

MAY-JUNE

ADDITIONS

NEW BRUNSWICK

SAINT JOHN: J. J. Murphy, Clerk, Grade 1; L. J. Garey, Clerk, Grade 1.

QUEBEC

HULL (Lachute): H. G. Beaulieu, Customs Excise Examiner, Grade 1 Outport.

MONTREAL: J. R. Auger, Clerk, Grade 1; J. D. G. Brunet, Office Boy; J. G. O. L. Paquette, Clerk, Grade 1; J. E. H. R. Steadworthy, Clerk, Grade 1.

SHERBROOKE: C. H. Cogan, Customs Truckman.

ONTARIO

FORT WILLIAM: S. W. Shuttleworth, Customs Excise Clerk.

LONDON: J. F. Cody, Customs Excise Examiner.

PETERBOROUGH: W. E. Crough, Customs Excise Clerk.

TORONTO: R. Cochrane, Clerk, Grade 1; D. J. Finch, Clerk, Grade 1; R. A. Jacobs, Clerk, Grade 1; A. Peikes, Clerk, Grade 1.

TRENTON: G. R. Williamson, Customs Excise Examiner.

WALKERVILLE: E. T. Beneteau, Customs Excise Examiner.

WINDSOR: J. B. Burrowes, Customs Excise Examiner; J. T. Durkin, Customs Excise Examiner.

MANITOBA

EMERSON: Lionel Bruneau, Customs Excise Examiner.

WINNIPEG (Sprague): P. J. Beaudry, Customs Excise Examiner.

BRITISH COLUMBIA

VANCOUVER: F. G. Youngman, Office Boy.

ADMINISTRATIVE

M. W. Brown, Clerk, Grade 2; Henri Dallaire, Clerk, Grade 1; J. A. E. Faford, Clerk, Grade 1; A. R. H. Grose, Clerk, Grade 2; G. P. Seguin, Packer and Helper.

AUDIT

ONTARIO

OTTAWA: J. J. Allan, Excise Tax Auditor, Grade 2.

DEDUCTIONS

NEW BRUNSWICK

SAINT JOHN: C. M. Kelly, Customs Excise Clerk, (Resigned).

QUEBEC

MONTREAL: L. J. A. Champagne, Customs Excise Clerk (Retired); N. Remillard, Customs Truckman (Retired).

VALLEYFIELD: Raoul Miron, Collector of Customs and Excise, Grade 2 Port (Retired).

ONTARIO

BROCKVILLE: Higgins, J. B., Customs Excise Examiner (Resigned).

GUELPH: Simpson, W. J., Customs Excise Examiner. (Promoted and transferred to Unemployment Insurance).

WINDSOR: Lambert, H. J., Customs Excise Examiner (Resigned).

MANITOBA

WINNIPEG: D. K. Hamilton, Clerk, Grade 1 (Promoted and transferred to Unemployment Insurance Commission).

BRITISH COLUMBIA

NEW WESTMINSTER (Aldergrove): F. E. Murphy, Customs Excise Examiner (Resigned).

ADMINISTRATIVE

H. Lambe, Expert Tea Tester (Deceased); R. Maheux, Clerk, Grade 1 (Services terminated); C. R. Page, Stenographer, Grade 1 (Services terminated).

AUDIT

QUEBEC

MONTREAL: F. J. Altimas, Excise Tax Auditor, Grade 2 (Promoted and transferred to Unemployment Insurance Commission); J. T. M. Guay, Excise Tax Auditor, Grade 2 (Promoted and transferred to Unemployment Insurance Commission).

ONTARIO

TORONTO: W. I. Hetherington, Excise Tax Auditor, Grade 2 (Promoted and transferred to Unemployment Insurance Commission).

In the April issue of the REVIEW in this column appeared the item: "H. J. Lambert, Customs-Excise Examiner, Windsor, Ontario, services terminated ". This should have read "resigned ".

PROMOTIONS

QUEBEC

GRANBY: A. A. A. Dorion, from Customs Excise Examiner to Collector of Customs and Excise, Grade 2 Port.

MONTREAL: J. E. J. P. Blain, from Clerk, Grade 1, to Customs Truckman; J. M. Fulton, from Customs Excise Examiner to Clerk, Grade 4; J. A. J. P. Mongeon, from Clerk, Grade 1, to Customs Truckman.

THREE RIVERS: J. C. O. Dery, from Senior Customs Excise Clerk to Collector of Customs and Excise, Grade 3 Port.

ONTARIO

HAMILTON: J. H. Henshaw, from Customs Excise Clerk to Senior Customs Excise Examiner.

TORONTO: M. C. Milton, from Customs Excise Examiner to Senior Customs Excise Examiner.

WEST TORONTO: F. C. Salmon, from Computing Clerk to Customs Appraiser, Grade 1.

MANITOBA

WINNIPEG: W. H. Allen, from Customs Truckman to Customs Excise Examiner; H. R. Beer, from Customs Truckman to Customs Excise Examiner; R. W. Dalling, from Customs Truckman to Customs Excise Examiner; W. L. Robertson, from Clerk, Grade 1, to Customs Excise Examiner; J. K. Robson, from Customs Excise Clerk to Clerk, Grade 4.

ALBERTA

CALGARY: A. H. Brown, from Customs Excise Clerk to Customs Excise Account Clerk, Grade 4.

BRITISH COLUMBIA

PRINCE RUPERT: T. F. Fitch, from Senior Customs Excise Examiner to Customs Appraiser, Grade 2.

PROMOTIONS AND TRANSFERS

NOVA SCOTIA

W. P. Doucette, from Customs Excise Examiner (Seasonal) Yarmouth, to Customs Excise Examiner, Halifax.

QUEBEC

J. O. L. Chartrand, from Customs Excise Examiner, Malone, N.Y., to Collector of Customs and Excise, Grade 2 Port, Valleyfield.

TRANSFERS

QUEBEC

J. A. O. Duval, from Special Exciseman, Grade 2, Montreal, to Special Exciseman, Grade 2, Montreal (Berthierville).

J. L. S. Lagace, from Special Exciseman, Grade 2, Montreal (Berthierville), to Special Exciseman, Grade 2, Montreal.

INVESTIGATION—DRAWBACKS

J. C. B. MacMillan, from Customs Excise Examiner, Windsor, Ont., to Customs Excise Clerk, Investigation-Drawbacks, Windsor, Ont.

COMPARATIVE STATEMENT OF CUSTOMS AND EXCISE REVENUE RECEIVED DURING THE MONTH OF MAY 1940 AND 1941

—	1940	1941	Increase	Decrease
	$ c.	$ c.	$ c.	$ c.
Customs Duties	13,514,154 83	12,518,721 16		
Less Refunds and Drawbacks	1,147,121 68	1,806,482 49		
Net	12,367,033 15	10,712,238 67	....	1,654,794 48
Excise Taxes	16,477,653 36	34,888,224 78		
Less Refunds and Drawbacks	324,069 46	560,282 78		
Net	16,153,583 90	34,327,942 00	18,174,358 10	....
Excise Duties	7,997.864 30	8,122,480 94		
Less Refunds and Drawbacks	184,073 59	280,193 28		
Net	7,813,790 71	7,842,287 66	28,496 95	....
Sundry Collections	43,782 10	79,957 21		
Less Refunds	10 25	25 75		
Net	43,771 85	79,931 46	36,159 61	....
Net Totals	36,378,179 61	52,962,399 79	18,239.014 66	1,654,794 48
Net Increase	....	....	16,584.220 18	....

TOTALS FOR TWO MONTHS

—	1940-41	1941-42	Increase	Decrease
	$ c.	$ c.	$ c.	$ c.
Customs Duties	23.037,915 35	24,045.910 21		
Less Refunds and Drawbacks	2.127,682 92	3.190,555 56		
Net	20,910,232 43	20,855.354 65	....	54,877 78
Excise Taxes	23,741,748 67	50,573,579 73		
Less Refunds and Drawbacks	620,237 40	1,193,817 74		
Net	23.121,511 27	49.379,761 99	26,258,250 72	....
Excise Duties	14.650,790 82	15,333,639 87		
Less Refunds and Drawbacks	221,474 35	305,373 98		
Net	14,429.316 47	15,028,265 89	598,949 42	....
Sundry Collections	90,070 06	124,400 51		
Less Refunds	25 25	42 95		
Net	90,044 81	124,357 56	34,312 75	....
Net Totals	58,551,104 98	85,387,740 09	26,891,512 89	54,877 78
Net Increase	....	....	26,836,635 11	....

COMPARATIVE STATEMENT OF INCOME TAX REVENUE RECEIVED DURING THE MONTH OF MAY 1940 AND MAY 1941

—	May 1940	May 1941	Increase	Decrease
	$ c.	$ c.	$ c.	$ c.
Net Collections	95,112,370 66	165,253,522 71	70,141,152 05	....

TOTALS FOR TWO MONTHS

—	1940–41	1941–42	Increase	Decrease
	$ c.	$ c.	$ c.	$ c.
Net Collections	112,191,149 85	210,101,008 11	97,909,858 26	....

INCOME TAX COLLECTIONS BY DISTRICTS

Comparative statement of net collections by districts received during the months of April and May, fiscal years 1940-41 and 1941-42. (Decrease marked *).

Districts	1940-41	1941–42	Increase or Decrease
	$ cts.	$ cts.	$ cts.
Charlottetown	357,977 12	292,384 36	*65,592 76
Halifax	2,131,814 20	6,203,882 39	4,072,068 19
Saint John	1,157,206 77	2,746,059 70	1,588,852 93
Quebec	1,170,929 28	3,136,909 27	1,965,979 99
Montreal	31,816,992 88	57,621,498 45	25,804,505 57
Ottawa	5,573,147 61	11,692,948 30	6,119,800 69
Kingston	259,628 36	670,781 59	411,153 23
Belleville	714,617 72	1,577,975 08	863,357 36
Toronto	39,102,933 07	62,858,491 57	23,755,558 50
Hamilton	7,542,425 21	18,257,657 16	10,715,231 95
London	8,311,623 66	13,458,796 48	5,147,172 82
Fort William	415,599 92	1,479,551 43	1,063,951 51
Winnipeg	3,151,830 14	7,807,478 99	4,655,648 85
Regina	307,495 67	989,557 94	682,062 27
Saskatoon	223,522 55	719,496 71	495,974 16
Calgary	1,329,290 42	2,679,426 23	1,350,135 81
Edmonton	506,818 06	1,153,110 00	646,291 94
Vancouver	7,975,271 55	16,725,569 43	8,750,297 88
Yukon	142,025 66	29,433 03	*112,592 63
Total	112,191,149 85	210,101,008 11	97,909,858 26

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The National Revenue Review

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AND CHANGES

July, 1941

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LIBRA
VERSITY OF TORONT

Department of National Revenue

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The National Revenue Review

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J. Sydney Roe, Editor

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Make His Path Pleasant

FROM its first issue in October, 1927, the Review has presented facts and figures, human interest stories and relevant details, regarding the neighbourly tide of tourist travel entering Canada from the United States. It has periodically presented views and opinions regarding the Dominion as a vacation land culled from letters received from those who have come, seen and been conquered by Canada's many holiday attractions. In its modest way the Review has been an excellent and friendly informative medium for tourist travel. Month in and month out it has stressed the importance of the exercise of courtesy and tact by Customs officers at border points in handling these welcome visitors. The Review which goes to all ports and outports and to a large section of the press, again reminds officers of the Department who are brought into daily contact with visitors to Canada to do everything possible, as they have done in past seasons, to make the path of the incoming tourist pleasant.

Changes in List of Customs-Excise Ports

COLLECTORS are advised of the following changes:—

NEW WATERFORD, N.S., an Outport and Warehousing Port under the survey of the Port of Sydney, N.S., closed as from June 12, 1941.

BEAVER HARBOUR, N.B., a Preventive Station under the survey of the Port of Saint John, N.B., closed as from July 1, 1941.

BLACK'S HARBOUR, N.B., established as a Preventive Station under the survey of the Port of Saint John, N.B., as from July 1, 1941, replacing Beaver Harbour, N.B.

MARGAREE HARBOUR N.S., a Postal Collecting Station under the survey of the Port of Port Hawkesbury, N.S., closed as from June 1, 1941.

INVERNESS, N.S., a Postal Collecting Station under the survey of the Port of Port Hawkesbury, N.S., closed as from June 1, 1941.

PORT HOOD, N.S., a Postal Collecting Station under the survey of the Port of Port Hawkesbury, N.S., closed as from June 1, 1941.

CRYSTAL CITY, MAN., it should be noted that goods are not to be manifested on this Outport.

Information, Please

(Contributed to the Review by W. G. Stamp, Collector of Customs and Excise at Fort Erie.)

THE last three days of May, embracing the United States holiday Memorial Day on the thirtieth, produced one of the heaviest periods of travel experienced at the Peace Bridge. As is usual, many of the thousands of travellers arriving during the week-end were making their first trip into Canada, and the questions and inquiries directed to Customs officers were many and varied. However, it should not be assumed that the people asking these questions were unintelligent or without average education. Many of these amusing inquiries were prompted by an effort to vertify jocular statements made by friends who had visited Canada on previous trips.

Some of the unusual questions courteously answered by Customs officers at the crowded counters at the Peace Bridge where touring permits were being issued to travellers were as follows:—

"Will our automobile gas tank be big enough to hold one of your gallons?"

"Is it right there are three pairs of twins in the Quintuplets?"

"Is one of our dollars as good as ten of yours?"

"We want to go up where they drill for maple syrup."

"Do I have to get a permit for my eggbeater?" (outboard motor).

"Will the static up near your Arctic Circle bother our radio?"

"Is it all right to fill out this permit in the American language?"

The wife speaking in an undertone to her husband "Listen, they talk the same as we do."

"Where do we go to order an original Christmas tree for next year?"

"Do we have to drive on the left side of the road?"

"Will you show me how this folding cot works?"

"My tire is flat. What do I do now?"

Automobile travel crossing the Peace Bridge and Ferry at the port of Fort Erie, destined to inland points, showed marked increase during the last week of May this year, compared with the same period of 1940. It was noted, in preparing travellers' vehicle permits, that an unusually large number of the cars were of current year model, and the sportsmen's equipment and accessories declared were more numerous than previously. At the present time unemployment is almost negligible, and the traveller is in possession of sufficient funds to enable him to make his deferred visit to Canada. Barring any unexpected conditions, the season should show an appreciable increase in the number of visitors to Canada.

The management of Crystal Beach, the summer resort and amusement park on the Lake Erie shore within the jurisdiction of this port. which is largely patronized by visitors from Buffalo, reports that one of the largest crowds in the history of the Beach was entertained over the last week-end in May.

Much Early Tourist Travel

MORE than two hundred thousand United States automobiles were entered at Canadian ports, outports and preventive stations during the month of April for stays of from a few hours up to six months. Compared with the corresponding month of 1940, automobile tourist entries indicate a falling-off in the amount of non-permit (local) traffic but an increase in the number of travellers' vehicles in the permit class. In the former group the figures show 142,420 entries as compared with 155,449 in April, 1940; in the latter group there were 55,022 entries as compared with 43,368 in April, 1940. The total number of United States cars entered in April this year was 210,659.

The Travellers' Vehicle permit group is roughly comparable to the combined 60-day and 6-month classifications of former statements, but there is now included a considerable number of commuters' permits not previously covered. Allowing from ten to fifteen per cent for this special group, however, there is no doubt that the number of permits issued for United States tourists' vehicles in April was greater than in the corresponding month of last year. The number of permits issued for United States commercial vehicles was 13,217.

Ontario issued 35,211 travellers' vehicle permits (combining 60-day and 6-month classifications of former statements) during the month. The largest number being issued at Windsor, totalling 13,475, followed by Fort Erie 8,915, Niagara Falls 6,751, Sarnia 3,037, Lansdowne 1,021. The province of Quebec issued 9,808 travellers' vehicle permits. The busiest points being Phillipsburg with 2,276, Lacolle 2,082, and Rock Island 1,117. At British Columbia frontier points 5,808 travellers' vehicle permits were issued; 3,537 at Pacific Highway and 577 at Huntingdon. New Brunswick issued 3,168 such permits, with St. Stephen credited with 1,341. Totals for the other provinces were: Manitoba 490, Alberta 260, Saskatchewan 255, Nova Scotia 22.

Ports and outports entering the largest number of cars in the non-permit (48-hour) class were as follows: Windsor 45,923, Fort Erie 25,663, Niagara Falls 17,208, St. Stephen, N.B., 10,273, Edmundston, N.B., 5,206, Sarnia, Ont., 3,867, Rock Island, Que., 3,048, Walkerville, Ont., 2,962.

The number of Canadian cars reported inwards during April after a stay abroad of 24 hours or less was 46,471, while the number reported inwards after a stay of over 24 hours was 4,575. Canadian commercial vehicles entered totalled 7,818. The busiest points handling this Canadian traffic (not including commercial vehicles) were: Niagara Falls 8,347 cars less than 24 hours, 631 over 24 hours; St. Stephen, N.B., 4,979 cars less than 24 hours, 96 more than 24 hours; Windsor 4,022 cars, 501 cars; Fort Erie 3,482 cars, 379 cars; Edmundston 3,064 cars, 3 cars; Milltown, N.B., 2,827 cars, nil; St. Leonard, N.B., 1,204 cars, 8 cars. Cornwall Ont., 1,030 cars, 44 cars; Boundary Bay, B.C., 1,015 cars, 117 cars; Pacific Highway, B.C., 783 cars, 670 cars. The largest number of Canadian commercial vehicles cleared inwards at any one point was 1,494, entered at Edmundston, N.B., while the second largest, namely, 1,478, was entered at Walkerville.

As the terminology used in this article differs somewhat from that used in previous statements the following classifications are included:—

Foreign cars inwards: (*a*) non-permit class—local vehicles which are not required to take out formal Customs permits. They are restricted to travel within the jurisdiction of the port and may not remain in Canada more than 48 hours. Also included are the repeat trips of commuters and others who cross the border frequently on commuting permits; (*b*) travellers' vehicle permits—(1) travel beyond the jurisdiction of the ports of entry or (2) remain in Canada more than 48 hours, or (3) leave the country by another port than the one by which they entered. These permits are usually issued for periods of 60 days or 6 months, but a considerable number of these vehicles are in Canada less than 48 hours. Also included in this class are commuting permits which entitle the holders to cross the border frequently during the tenure of their permits. Repeat trips after the first, however, are included in the non-permit class, as mentioned above; (*c*) foreign commercial vehicles—trucks which enter Canada for commercial purposes.

Canadian cars returning to Canada are classified by length-of-stay according as they were abroad for more or less than 24 hours. The Canadian commercial vehicles mentioned are Canadian trucks travelling in the United States for commercial purposes. All automobile classifications include bicycles and motorcycles, but these groups are of relatively small importance. However, regular commercial buses travelling on scheduled routes, as well as horse-drawn vehicles, are not included in the above classifications.

They Came and Enjoyed Themselves

ALL indications point to a substantial increase in United States automobile tourist travel in Canada this year. Approximately 35,000 automobiles with a total of 150,000 passengers were entered through the port of Windsor, via bridge and tunnel, during the United States Memorial Day week-end, May 31 to June 2.

At the Ambassador Bridge, for the first time since passport regulations went into effect a year ago, five lanes were opened to take care of the heavy homeward-bound United States traffic, while the Windsor-Detroit tunnel officials reported a similar steady stream of homeward-bound visitors. It was the heaviest tourist week-end at this port since border regulations, due to war conditions, reduced the exodus of Canadians to the United States.

Many of these homeward-bound vacationists expressed appreciation of the welcome accorded them while travelling in Canada. Rumours to the effect that it was difficult for United States tourists to cross the border into Canada proved false. They had never experienced less difficulty despite the fact that war conditions prevailed in the Dominion.

During the same three-day period the Bluewater Bridge, connecting Sarnia, Ontario, and Port Huron, Michigan, experienced its busiest week-end since its opening. Over ten thousand United States cars crossed into Canada via this bridge compared with less than eight thousand entered in the same period last year. Passengers for the respective periods numbered 25,820 and 19,733. An official of Port Huron stated that the cars were put through the Customs and Immigration inspection services at his Port Sunday night, June 1, at the rate of five hundred an hour. Five traffic lanes were kept in operation.

The secretary of the State Bridge Commission of Michigan, which owns and operates the bridge, gave as possible reasons for the marked increase in automobile traffic over this bridge this year compared with last, the increased employment and consequently increased spending power of United States citizens and the extended tourist advertising programs being carried on across the border by the Dominion, provincial and local tourist organizations.

Other Canadian ports of entry reported correspondingly large tourist influxes during the Memorial Day week-end.

Re: Trading with the Enemy

COLLECTORS have been advised by official memorandum dated June 3, 1941, that in addition to all French territory in Europe, the contiguous territories of Andorra and Monaco, the French zone of Morocco, Corsica, Algeria and Tunisia, which were proscribed territory and subject to the General Tariff, effective on and after June 21, 1940, Syria, Lebanon and French Somaliland are proscribed territory and after May 27, 1941.

All importers with goods originating in these territories at your port should be instructed to apply to the Office of the Custodian, Department of Secretary of State for a release and the goods are not to be delivered pending such release.

Goods originating in Syria, Lebanon and French Somaliland actually in transit to Canada prior to May 27, 1941, may, when released by the Custodian, be entered at treaty rates.

Overseas Export Clearances of Wheat

THE overseas export clearances of Canadian wheat amounted to 7,134,938 bushels during the week ending June 13, 1941, as compared with 1,968,745 in the corresponding week in 1940. Clearances during the forty-five weeks ending June 13 aggregated 148,155,057 bushels as compared with 138,803,524 in the corresponding period of the previous crop year.

Excise Duty Collections

COMPARATIVE statement of Excise duty collections, in Canada, during the months of May, 1940, and May, 1941:—

May, 1941, spirits, matured, $826,039; May, 1940, $1,388,895; May, 1941, spirits, unmatured, $87,827; May, 1940, $97,469. May, 1941, validation fee, $53,063; May, 1940, $85,471. May, 1941, malt, $2,206,306; May, 1940, $1,675,748. May, 1941, beer, $35,830; May, 1940, $22,001. May, 1941, malt syrup, $13,883; May, 1940, $14,505. May, 1941, cigars, $50,065; May, 1940, $48,132. May, 1941, cigarettes, $3,817,693; May, 1940, $4,052,827. May, 1941, manufactured tobacco, $849,319; May, 1940, $846,314. May, 1941, licences, $948; May, 1940, $257. May, 1941, Canadian raw leaf tobacco, $24,100; May, 1940, nil. May, 1941, total $7,965,077; May, 1940, $8,231,623.

Comparative statement of tobaccos, cigarettes and cigars entered for consumption, in Canada, during the months of May, 1940, and May, 1941:—

May, 1941, tobacco, cut 2,126,869 pounds; May, 1940, 2,943,272 pounds. May, 1941, tobacco, plug, 237,163 pounds; May, 1940, 310,466 pounds. May, 1941, tobacco, snuff, 67,733 pounds; May, 1940, 68,646 pounds. May, 1941, cigarettes, number 654,332,560; May, 1940, number, 808,275,320. May, 1941, cigars, number, 16,387,287; May, 1940, number, 15,794,444. May, 1941, Canadian raw leaf tobacco 241,008 pounds.

Canal Traffic in May

TRAFFIC through the Sault Ste. Marie Canals, Canadian and United States Locks, moved upward in May, 1941, totalling 15,153,388 tons as compared with 12,250,263 in May, 1940. This tonnage was about six times the normal monthly traffic through the Panama or Suez Canal. The movement of iron ore down the Canals amounted to 11,613,030 tons, which was the greatest tonnage carried in any month to date and 59 per cent above the May 1940 tonnage. Wheat amounted to 52,744,576 bushels as against 55,205,889.

Total traffic using the Welland Ship Canal declined to 1,715,720 tons in May from 2,051,029 in 1940, the main decreases being corn 74,162 tons, wheat 170,142 tons, gasoline 14,032, pig-iron 26,053, and bituminous coal 225,671 tons. Petroleum and other oils increased by 74,996 tons, pulpwood by 23,516 and iron ore by 88,355 tons.

St. Lawrence Canals traffic amounted to 900,264 tons as against 1,057,379 in May, 1940. Grain traffic was light, wheat declining by 154,046 tons and corn by 19,953. Anthracite coal was down by 5,204 tons and bituminous coal by 22,445 tons.

Gold Production in April

THE Canadian production of gold in April, 1941, amounted to 439,556 ounces compared with 446,529 in the previous month and 419,282 in April, 1940. The production during the first four months of 1941 aggregated 1,733,074 ounces as compared with 1,680,817 in the corresponding period of 1940.

April production was as follows by provinces, with figures for 1940 in brackets: Ontario 276,305 (263,109) ounces; Quebec 88,540 (82,447); British Columbia 45,938 (47,476); Manitoba and Saskatchewan 19,444 (18,880); Northwest Territories 6,879 (3,971). Nova Scotia operators shipped 1,615 ounces of gold to the Royal Canadian Mint in April compared with 2,111. Alluvial gold production from Yukon totalled 829 ounces as compared with 1,018.

Receipts of jewellery and scrap at the Royal Canadian Mint in April contained 577 ounces of gold as compared with 1,132 ounces in April, 1940.

HERE AND THERE

An indication that subversive propaganda across the border aimed at the diversion of United States tourist travel from entering Canada is being effectively dealt with is evidenced by the following editorial from a recent issue of the *Windsor Daily Star:*—

> Much of the great rush of traffic that came to Canada through this port during the American holiday (Memorial Day) is probably attributable to the good neighbourly attitude on the part of the Detroit hotels. We have reason to thank these people for what they have done.
>
> When, a short time ago, it was discovered that travel bureaux in certain of these hotels were giving out misleading information about Canada, designed to keep visitors away from this country, those in authority were told of the condition. Without one word of argument, they went to work at once to remedy the situation. They considered it such an important matter that they made it a subject for serious discussion at the meeting of their association. The throngs of cars using the bridge and tunnel last week-end afforded adequate testimony that our tourist traffic is not now being injured through false information from this source.

Tourist travel to the national parks in the Canadian Rockies got off to an early start this year. Traffic to Banff National Park over the week-end of May 24, Empire Day, included 2,009 automobiles and 7,907 passengers, while on May 24 Waterton Lakes National Park was visited by 891 cars and 4,438 persons. This attendance at the mountain parks so early in the season is regarded as exceptionally large, and indicates the increasingly important part the national parks are playing in the tourist traffic.

Waterton Lakes is the Canadian section of the Waterton-Glacier International Peace Park, and is also a popular gateway to Canada for tourists from the United States. Visitors from the United States enter the park by way of the Chief Mountain International Highway, which forms a part of the all-paved route from the International Boundary to Banff National Park.

The tobacco plant is a native of the Western hemisphere, particularly that part of it now known as Central America and the northern part of South America. It was not until 1556 that tobacco was first introduced to any other country outside the American continents when it was brought to France. Nine years later in 1565, it was taken to England by Sir John Hawkins and not by Sir Walter Raleigh. Previous to the beginning of the 15th century, no attempt was made to commercialize the cultivation of tobacco. John Rolphe of Jamestown, Virginia, husband of the famous Pocahontas, was the first to produce a marketable crop in 1612. Such was the beginning of the tobacco industry in the United States and the export of tobacco to the United Kingdom. Since that time tobacco has been grown in practically every principal country throughout the world.

Tobacco is like a vegetable or a cereal—there are many kinds of vegetables and many kinds of cereals—so there are many kinds and types of tobacco. Every type and kind is temperamental and sensitive to every environmental condition. Only five of these, however, are grown in Canada, namely, cigarette (flue-cured, or Virginia); burley; cigar or Havana; pipe and dark. The Tobacco Division, Dominion Experimental Farms Service, conducts all research connected with this industry, as well as a great deal of experimental work. In addition, the Division directs and supervises all the experimental work conducted at each of the tobacco farms or experimental stations located in each of the tobacco producing areas in Canada.

Attendance at Banff National Park in the Canadian Rockies increased by more than 400 per cent in April. A total of 3,037 automobiles and 9,342 visitors entered the park as compared with 736 automobiles and 1,774 visitors in April, 1940. Tourist inquiries concerning this popular mountain playground indicate that Banff will have a banner season in 1941.

The oldest of Canada's national parks, Banff has many attractions for tourists. In it regions of alpine grandeur embrace a veritable " sea of mountains," the ranges of which rise one behind the other in parallel lines. In the northern section of the park, straddling the great divide, is the vast Columbia Icefield, accessible from the new Banff-Jasper Highway. One of the principal attractions is the wild life of the park, which includes such big game animals as Rocky Mountain sheep—the picturesque bighorn—Rocky Mountain goat, elk, moose, mule deer, and black, brown and grizzly bear. Birds are abundant, with more than 100 species known as migrants or common residents. The forests of the park add to its rugged grandeur, and the wild flowers are a revelation, clothing the valleys and alpine slopes in a riot of colour.

Banff National Park is easily reached by railway or motor highway. It is served by the main transcontinental line of the Canadian Pacific Railway, and rail connections may also be made from points in the United States. The western section of the Trans-Canada Highway crosses the park from east to west, connecting up with the main highway systems of Alberta and British Columbia. Tourists from the United States may motor to Banff over an all-paved route by way of the Chief Mountain International Highway through Waterton Lakes National Park.

NEWS AND COMMENT

Ottawa: G. E. McBride, a former senior officer of the Check Branch at Headquarters died on May 9, 1941, in Hove, England. Mr. McBride retired on superannuation six years ago after eighteen years' service and went to England to reside. He entered the Customs service as Preventive Officer in 1917 and was transferred to the Check Branch two years later. He was promoted to Senior Customs-Excise checking clerk in 1930. Mr. McBride was born in Ireland in 1869. He served with the Imperial forces in the South African war, and was an original member of the " Princess Pats " in the world war.

Mr. McBride will long be remembered by his former colleagues in the Connaught Building for his unfailing goodwill and courtesy, and his death is deeply regretted.

Montreal: James Kavanaugh, for 38 years an officer of the Customs and Excise staff here, latterly as Superintendent of Examiners, and for many years a popular figure in Montreal shipping circles and on the waterfront, retired recently on superannuation.

He joined the Customs Department in 1904 and passed from the post of assistant examiner in turn to that of examiner after starting in the gauger's division. Latterly he was in charge of all Customs and Excise examinations on the docks and stations in Montreal.

In younger days one of the top ranking players in the old National and Shamrock Lacrosse teams of Montreal, he was with the Shamrocks when they took the Minto cup, an award comparable to the Stanley Cup in modern hockey.

Toronto: Celebrating recently his completion of twenty-five years of service with the Income Tax Division, Hugh D. Paterson, Inspector of Income Tax, Toronto District, was presented with a bouquet of twenty-five roses. Miss Grace Stevens made the presentation on behalf of the staff. Accompanying the gift was the message "Congratulations and best wishes on the completion of 25 years of service with the Department." Mr. Paterson received his first appointment as Inspector of taxation, York District, June 1, 1916.

Hamilton: The port of Hamilton, Ontario, collected $2,696,388 in Customs-Excise revenue during the month of May, 1941. The largest revenue was received from sales and Excise taxes (domestic), totalling $1,144,479, followed in order by Excise duty $490,962, war exchange tax $468,879, import duty $445,730, sales tax on imports $119,107, Excise tax on imports $26,994, sundry collections $237.

Ottawa: Revenue collected at the port of Ottawa totalled $883,474 in May, 1941, an increase of $263,526 over the corresponding month last year, the Collector of Customs and Excise for the port announced.

Items of revenue, with comparative figures for 1940 in brackets, were: Import duty $209,821 ($184,785); sales tax on imports $84,007 ($77,254); Excise tax on imports $129,897 ($681); Excise tax domestic $443,449 ($274,642); Excise duty domestic $16,008 ($82,347); sundry collections $228 ($236).

MONTREAL: A total of 497 aeroplanes inwards and outwards carrying in all 3,379 passengers and 4,608 pieces of baggage, was handled at the Customs Air Harbour, St. Hubert, Quebec, during the month of May last. Compared with May, 1940, these totals show increase of 138 in the number of planes, 281 in the number of passengers and 807 in pieces of baggage carried. Totals in detail for May, 1941, showing comparison with the same month last year, were:—

Aeroplanes inward 274, increase 94, outward 223, increase 44; passengers inward 1,743, increase 266, outward 1,636, increase 15; pieces of baggage inward 2,245, increase 373, outward 2,363, increase 434; parcels inward 182, increase 48, outward 69, increase 32; bags of mail inward 531, increase 36, weight 5,623 pounds, increase 1,097 pounds, outward 588, increase 1, weight 3,977 pounds, decrease 190 pounds.

TORONTO: Substantial increases in revenue collected at both the express and postal branches, Toronto, were recorded for the month of May last compared with May, 1940. At the express branch collections totalled $385,377, increase $145,632, packages received numbered 44,807, increase 8,896, entries 4,696, increase 141. Collections at the postal branch amounted to $106,650, an increase of $30,154, while packages received totalled 29,757, a decrease of 10,590, packages delivered 28.362, a decrease of 7,909, entries 2,778, a decrease of 549.

The number of aeroplanes, inward and outward, handled at the Customs airport during May was 195, made up of—United States planes inward 38, outward 38, Canadian planes inward 59, outward 60. Passengers numbered 1,026, carried in United States planes 166, in Canadian planes 860. Pieces of baggage totalled 1,077—carried in United States planes 125 pieces, in Canadian planes 952 pieces.

During May last year 53 aeroplanes were handled at this airport. Passengers numbered 63, pieces of baggage carried 130.

MONTREAL: Business transacted at the Customs express branch, Montreal, during the month of May increased at all points compared with May last year. Collections totalled $426,858, an increase of $226,203, while packages received numbered 55,466, an increase of 13,883, and entries 3,474, an increase of 489. At the Customs postal branch collections amounted to $70,421, decrease $6,715. Parcels received numbered 21,685, decrease 5,583, parcels cleared 21,105, decrease 5,731, entries 1,964, decrease 40.

FUR PRODUCTION IN CANADA

The value of raw furs produced in Canada during the twelve months ending June 30, 1940, was $16,455,635, an increase over the preceding season of $2,168,698 or 15 per cent. It is estimated that approximately 35 per cent of the total value of furs produced in the 1939-40 season may be credited to farm pelts.

Silver fox valued at $4,385,663 is first in order of value with muskrat at $3,772,284 in second place followed by mink valued at $3,084,095. Other leading varieties follow: beaver valued at $1,391,397; squirrel $778,909; marten $654,476; red fox $300,527; ermine $551,709; coyote $179,596; fisher $152,166; cross fox $194,133; white fox $214,101; lynx $260,007; otter $159,237; skunk $206,710.

STOCKS OF UNMANUFACTURED TOBACCO

The stocks of unmanufactured tobacco on hand at the end of March, 1941, this year totalled 132,822,326 pounds compared with 108.169,011 at the end of December, 1940, and 115,651,643 at the end of March, 1940. Included in the stocks at the end of March, 1941, were 129,627,139 pounds of Canadian tobacco and 3,195,187 pounds of imported tobacco.

The combined value of the base metals—nickel, copper, lead and zinc—produced in Canada in 1940 was $155,839,877, an increase of 14 per cent over 1939.

FACTS AND FIGURES REGARDING TRADE

Canada's imports in the first four months of 1941 rose to the large amount of $402,265,000 compared with $304,859,000 in the same four months of 1940. The amount from foreign centres was $310,742,000 compared with $232,235,000 and from Empire countries $91,523,000 compared with $72,624,000.

The largest amount was from the United States at $290,975,000 a very large increase from $209,908,000. But the outstanding feature about imports appears to be the continuance of the trade with the United Kingdom and other Empire countries. Notwithstanding the difficulties and stress in the United Kingdom the commodities received from the United Kingdom were $39,082,000 as against $41,525,000 and these were all goods for consumption.

The remarkable nature of this import trade is reflected in the following figures, those in brackets being for the first four months of 1940: British East Africa $800,000 ($703.000); British South Africa $797,000 ($1,409,000); Southern Rhodesia $245,000 (nil); British West Africa $873,000 ($2,000); Bermuda $14,000 ($6,000); British India $4,569,000 ($6,423,000); Ceylon $2,154,000 ($1,359,000); Straits Settlements $9,316,000 ($7,541,000); British Guiana $1,100,000 ($1,794,000); British West Indies $2,647,000 ($1,938,000); Hong Kong $341,000 ($338,000); Newfoundland $553,000 ($297,000); Australia $3,867,000 ($3,151,000); Fiji $1,789,000 ($1,215,000); New Zealand $5,456,000 ($1,841,000); Argentina $1,172,000 ($2,980,000); Brazil $4,694,000 ($686,000); China $1,369,000 ($1,851,000); Colombia $2,469,000 ($1,612,000); Egypt $530,000 ($363,000); Japan $1,511,000 ($1,737,000); Mexico $528,000 ($311,000); Netherlands East Indies $1,472,000 ($509,000); Peru $739,000 ($124,000); Portugal $172,000 ($91,000); San Domingo $330,000 ($69,000); Spain $250,000 ($247,000); Sweden $46,000 ($1,239,000); Switzerland $1.709.000 ($1,539,000); Venezuela $670,000 ($185,000).

Canada's total trade in April amounted to $224,693,469 which was the largest monthly total in eleven years; only a very few times in the last few years has the total trade exceeded $200,000,000.

The imports in April amounted to $106,268,419 compared with $85,979,519 a year ago, the domestic exports $116,932,587 as against $83,565,008, and the foreign exports $1,492,463 compared with $1,127,670. All these figures are exclusive of gold.

Canada's domestic exports in April were classified as follows: wood products and paper $28,399,662; agricultural and vegetable products $24,792,380; non-ferrous metals and products $18,661,520; iron and products $15,165,126; animals and animal products $14,912,114.

Imports by main groups were as follows, the first figures being dutiable and the second free; iron and its products $27,865,571 ($10,048,614); agricultural and vegetable products $6,995,820 ($3,915,361); non-ferrous metals and products $5,748,620 ($3,720,788); animals and animal products $927,679 ($1,546,197); fibres and textiles $3,367,270 ($8,950,101). The total exports were $116,932,587, the dutiable imports $58,486,100 and the free imports $47,782,319.

Goods which arrived from foreign countries totalled $82,856,000 and from Empire countries $23,412,000, a solid increase in both cases. Imports from the United States totalled $77,682,000 compared with $58,537,000 a year ago, and from the United Kingdom $11,079,000 as against $12,831,000. These figures from the United Kingdom are the imports for consumption.

The imports illustrate the great strength of the sea-borne power of the Empire as shown by the following imports by countries with the 1940 figures in brackets: Australia $1,123,000 ($1,028,000); Straits Settlements $2,004,000 ($1,603,000); New Zealand $1,992,000 ($964,000); British East Africa $288,000 ($164,000); British India $708,000 ($1,185,000); Ceylon $313,000 ($280,000); Egypt $83,000 ($21,000); British South Africa $163.000 ($405,000); Southern Rhodesia $97,000 (nil); British West Africa $272,000 (nil); British West Indies $1,134,000 ($855,000); Brazil $1,137,000 ($118,000);

China $497,000 ($619,000); Japan $241,000 ($486,000); Netherlands East Indies $362,000 ($75,000); Portugal $35,000 ($23,000); Switzerland $584,000 ($384,000); Sweden $16,000 ($357,000); Spain $42,000 ($52,000).

The balance of trade in April in favour of Canada was $12,156,631 as against an unfavourable balance of $1,286,841 a year ago. The balance of trade in favour of Canada during the first four months of 1941 was $8,640,573. In addition to that balance of trade there may be added $67·9 million in the first four months of 1941 which was the net export of non-monetary gold. The total net export of non-monetary gold in the whole of the year 1940 was $203,000,000 so that the net gold export this year is running about the same.

Canada increased her domestic exports substantially during the month of May, 1941, the total, excluding gold, being $161,639,000 as compared with $109,853,000 in the corresponding month last year. From the point of view of value wheat, automobiles and parts, newsprint paper, and meats were the leading exports.

Chief items of export were as follows, with figures for May, 1940, in brackets: wheat $24,605,000 ($21,337,000); automobiles and parts $16,652,000 ($4,612,000); newsprint paper $12,572,000 ($14,061,000); meats $10,051,000 ($4,770,000); chemicals $4,887,000 ($3,175,000); planks and boards $4,852,000 ($4,213,000); alcoholic beverages $1,341,000 ($871,000); rubber $1,523,000 ($942,000); cattle, except for stock $1,002,000 ($1,591,000); fishery products $2,162,000 ($1,766,000); furs $1,242,000 ($1,319,000); fibres and textiles $2,961,000 ($2,005,000); wood pulp $6,984,000 ($5,162,000).

Other leading exports: pigs, ingots, etc., $2,373,000 ($1,506,000); farm implements $1,866,000 ($1,360,000); machinery other than farm $2,221,000 ($1,426,000); non-metallic minerals $3,821,000 ($2,855,000); stone $1,143,000 ($780,000); fertilizers $1,778,000 ($1,187,000); eggs $695,000 ($289,000); red cedar shingles $833,000 ($720,000); pulpwood $881,000 ($408,000); rolling mill products $577,000 ($602,000); soda compounds $740,000 ($350,000).

Sales of radio receivers by Canadian producers in 1940 were the highest on record, totalling 438,976 sets compared with 370,568 in 1939 and 251,259 in 1938.

PRODUCTION OF FLOUR IN APRIL

Canadian flour mills reported the manufacture of 1,660,897 barrels of flour in the month of April, 1941, compared with 1,344,293 in the corresponding month last year. This was the highest April production on record. The percentage of operations for the month was 74·8 compared with 58·6 a year ago. Total production from the beginning of the present crop year amounted to 13,241,500 barrels compared with 14,073,645 in the same period of 1939-40. Exports of flour in April totalled 849,816 barrels, making a cumulative total of 5,275,562 barrels exported in the past nine months compared with 5,235,600 in the like period of last year.

Grains ground in Canadian mills in April, 1941, are as follows, with 1940 figures in brackets: wheat 7,381,410 (6,035,930) bushels; oats 1,271,571 (817,269); corn 202,974 (208,677); barley 197,393 (127,927); buckwheat 1,613 (6,887); and mixed grain 2,675,249 (2,157,642). Mill stocks of wheat on April 30, 1941, amounted to 5,230,805 bushels as compared with 5,846,816 in 1940.

PRODUCTION OF LEATHER FOOTWEAR IN APRIL

The Canadian production of leather footwear during April, 1941, totalled 2,691,248 pairs, an increase over the preceding month of seven per cent and a gain over April, 1940, of 23 per cent. Production during the four months ended April aggregated 9,332,440 pairs compared with 8,781,974 in the corresponding period of 1940.

Footwear imports, excluding rubber, in April amounted to 65,071 pairs valued at $140,045 compared with 83,039 pairs valued at $151,586 a year ago. Imports from the United Kingdom totalled 5,061 pairs valued at $17,978; from the United States 53,240 pairs valued at $115,864; and from all other countries combined 6,770 pairs valued at $6,203.

The exports of leather footwear of Canadian manufacture amounted to 54,793 pairs valued at $81,399 in April compared with 37,198 valued at $53,476 in April last year.

VALUE OF AGRICULTURAL PRODUCTION

The gross value of commodities produced on Canadian farms in 1940 is estimated at $1,235,714,000 as compared with $1,224,616,000, the revised estimate for 1939. This represents an increase of $11,098,000 or 0·9 per cent.

By provinces, values of production for 1940 in order of magnitude, with the 1939 values within brackets, are as follows: Ontario $363,584,000 ($372,087,000); Saskatchewan $231,734,000 ($238,579,000); Quebec $213,116,000 ($208,074,000); Alberta $203,721,000 ($187,183,000); Manitoba $102,253,000 ($96,517,000); British Columbia $47,019,000 ($44,943,000); New Brunswick $31,090,000 ($32,655,000); Nova Scotia $29,810,000 ($28,938,000); Prince Edward Island $13,387,000 ($15,690,000).

Increases in the value of production were shown in five provinces, namely Alberta 16·6 million dollars; Manitoba 5·7 millions; Quebec 5·0 millions; British Columbia 2·1 millions and Nova Scotia 0·9 million. There were decreases of 8·5 million dollars in Ontario; 6·8 millions in Saskatchewan; 2·3 millions in Prince Edward Island and 1·6 millions in New Brunswick.

By commodities, the greatest change was in the value of field crops, where there was a decrease of 34·6 million dollars or 5 per cent, largely in Ontario and Saskatchewan. The value of the tobacco crop dropped 9 million dollars, or 47 per cent, while small decreases were shown in fur farming, clover and grass seed, honey and wax. These decreases were offset by increases of 24·1 million dollars in farm animals; 22·5 millions in dairy products and 6·3 millions in poultry products. There were also slight increases in the values of wool, maple products, fibre flax, fruits and vegetables.

STOCKS OF SUGAR

Stocks of refined sugar in the refineries in Canada on May 17 amounted to 137,370,149 pounds as compared with 112,136,470 on the corresponding date last year. Raw sugar stocks in the refineries on the latest date totalled 84,655,497 pounds as compared with 92,503,399 pounds a year ago.

The cash income from the sale of Canadian farm products in 1940 is estimated at $714,700,000 compared with $702,800,000 in 1939.

Canada's best customer in 1940 was the United Kingdom, which purchased Canadian commodities valued at $508,055,000 as compared with $328,099,000 in 1939.

JUST AMONG OURSELVES

JUNE-JULY

ADDITIONS

NOVA SCOTIA

SYDNEY (Glace Bay): Joseph Keliher, Customs Excise Examiner, Grade 1 Outport.

QUEBEC

MONTREAL: J. R. J. P. Aubertin, Office Boy; J. H. M. P. Aubry, Office Boy; J. L. A. Cadieux, Office Boy; J. W. J. M. Campeau, Office Boy; J. E. A. Cloutier, Office Boy; J. A. M. DeRepentigny, Office Boy; J. T. G. L. Flynn, Office Boy; J. G. L. A. Hamel, Office Boy; J. D. L. G. Levasseur, Office Boy; J. C. Lussier, Office Boy; J. E. C. Martel, Office Boy; J. L. H. Moisan, Office Boy; J. M. C. A. Pellerin, Office Boy.

PASPEBIAC (Chandler): Leopold Ross, Customs Excise Enforcement Officer.

ONTARIO

CHATHAM: M. L. Nichols, Customs Excise Examiner.

FORT ERIE: E. F. Finch, Customs Excise Examiner.

GUELPH: A. J. Brydges, Customs Excise Examiner.

LONDON: N. L. McCallum, Clerk, Grade 2.

PETERBOROUGH: T. D. McNeely, Customs Excise Examiner.

SARNIA: R. T. Henderson, Customs Excise Examiner; K. G. Williamson, Customs Excise Examiner.

TORONTO: J. Ellis, Clerk, Grade 1.

WELLAND: W. B. MacKie, Customs Excise Examiner.

WALKERVILLE: C. R. Beckerson, Customs Excise Examiner.

WINDSOR: N. S. Butler, Customs Excise Examiner, J. C. Kennedy, Customs Excise Examiner.

Saskatchewan

Regina: W. W. Glover, Clerk, Grade 1.

Administrative

J. L. Audet, Clerk, Grade 2; Mrs. M. C. Burgess, Stenographer, Grade 2; V. M. Chartrand, Office Boy.

Customs Inspection

Ontario

London: M. L. Morrison, Stenographer, Grade 1.

Audit

Alberta

Calgary: E. R. Roach, Excise Tax Auditor, Grade 2.

DEDUCTIONS

Quebec

Montreal: G. A. L. Boulet, Office Boy (services terminated; J. M. Desrosiers, Office Boy (services terminated); J. P. L. Labelle, Office Boy (services terminated); J. N. A. Poirier, Office Boy (services terminated); J. I. F. M. Vallee, Office Boy (services terminated).

Valleyfield: Arthur Seguin, Cashier and Computing Clerk (retired).

Ontario

Kitchener: O. A. Dahmer, Customs Truckman (Resigned).

Niagara Falls: J. S. Green, Customs Excise Examiner (Resigned).

Ottawa: J. F. Fraser, Clerk, Grade 1 (Resigned).

Toronto: L. H. Parker, Clerk, Grade 1 (Resigned).

Saskatchewan

Regina: W. A. Fahlman, Clerk, Grade 1 (Services terminated).

British Columbia

Trail (Paterson): Alexander Cox, Sub-Collector of Customs and Excise, Limited Service Outport (Retired).

Administrative

J. A. E. Fafard, Clerk, Grade 1 (Resigned); B. Konschuh, Clerk, Grade 1 (Resigned).

PROMOTIONS

New Brunswick

Saint John: T. E. Driscoll, from Customs Truckman to Customs Excise Clerk.

Woodstock (Aroostook Junction): J. W. Hartt, from Customs Excise Examiner (Grade 1 Outport), to Sub-Collector of Customs and Excise (Grade 1 Outport).

Quebec

Montreal: J. L. C. E. Couillard, from Customs Excise Clerk to Cashier and Computing Clerk; L. J. G. Martineau, from Customs Appraiser, Grade 1, to Principal Clerk; H. G. Roche, from Principal Clerk to Customs Express or Postal Superintendent.

Ontario

Fort William: H. A. M. Ross, Customs Excise Examiner to Express and Postal Computing Clerk.

Manitoba

Brandon: G. K. Burnett, from Customs Excise Clerk to Cashier and Computing Clerk.

Saskatchewan

Regina: A. C. Grundy, from Customs Truckman to Customs Excise Examiner.

British Columbia

New Westminster: H. R. Breckon, from Customs Excise Examiner to Cashier and Computing Clerk.

Administrative

A. J. Gibbard, from Senior Customs Excise Checking Clerk to Principal Clerk.

Customs Inspection

Ottawa: G. N. Bunker, from Inspector of Customs and Excise to Chief Inspector of Customs and Excise.

Valleyfield: J. H. F. Perron, from Customs Excise Clerk to Cashier and Computing Clerk.

TRANSFERS

Quebec

J. A. L. J. Lapointe, from Customs Excise Examiner, Montreal, to Customs Excise Examiner, Montreal (L'Epiphanie).

British Columbia

C. P. Howell, from Customs Excise Enforcement Officer, Cranbrook (Roosville) to Sub-Collector of Customs and Excise, Limited Service Outport, Trail (Paterson).

J. W. Sinclair, from Sub-Collector of Customs and Excise, Limited Service Outport, Penticton (Bridesville), to Customs Excise Enforcement Officer, Cranbrook (Roosville).

Exports of Canadian honey during the calendar year 1940 totalled 10,780,498 pounds valued at $1,237,285 as compared with 4,706,914 pounds valued at $362,070 in 1939.

COMPARATIVE STATEMENT OF CUSTOMS AND EXCISE REVENUE RECEIVED DURING THE MONTH OF JUNE 1940 AND 1941

—	1940	1941	Increase	Decrease
	$ c.	$ c.	$ c.	$ c.
Customs Duties	12,013,058 17	11,695,394 17		
Less Refunds and Drawbacks	1,287,561 44	1,933,339 65		
Net	10,725,496 73	9,762,054 52		963,442 21
Excise Taxes	16,825,504 21	33,672,121 86		
Less Refunds and Drawbacks	358,752 45	878,337 39		
Net	16,466,751 76	32,793,784 47	16,327,032 71	
Excise Duties	6,898,562 29	8,446,167 92		
Less Refunds and Drawbacks	17,765 69	73,200 65		
Net	6,880,796 60	8,372,967 27	1,492,170 67	
Sundry Collections	57,143 18	41,897 45		
Less Refunds	58 00	8 75		
Net	57,085 18	41,906 20		15,178 98
Net Totals	34,130,130 27	50,970,712 46	17,819,203 38	978,621 19
Net Increase			16,840,582 19	

TOTALS FOR THREE MONTHS

—	1940-41	1941-42	Increase	Decrease
	$ c.	$ c.	$ c.	$ c.
Customs Duties	35,050,973 52	35,741,304 38		
Less Refunds and Drawbacks	3,415,244 36	5,123,895 21		
Net	31,635,729 16	30,617,409 17		1,018,319 99
Excise Taxes	40,567,252 88	84,245,701 59		
Less Refunds and Drawbacks	978,989 85	2,072,155 13		
Net	39,588,263 03	82,173,546 46	42,585,283 43	
Excise Duties	21,549,353 11	23,779,807 79		
Less Refunds and Drawbacks	239,240 04	378,574 63		
Net	21,310,113 07	23,401,233 16	2,091,120 09	
Sundry Collections	147,213 24	166,297 96		
Less Refunds	83 25	34 20		
Net	147,129 99	166,263 76	19,133 77	
Net Totals	92,681,235 25	136,358,452 55	44,695,537 29	1,018,319 99
Net Increase			43,677,217 30	

COMPARATIVE STATEMENT OF INCOME TAX REVENUE RECEIVED DURING THE MONTH OF JUNE 1940 AND JUNE 1941

—	June 1940	June 1941	Increase	Decrease
	$ c.	$ c.	$ c.	$ c.
Net Collections	5,699,983 99	28,477,188 96	22,777,204 97	

TOTALS FOR THREE MONTHS

—	1940–41	1941–42	Increase	Decrease
	$ c.	$ c.	$ c.	$ c.
Net Collections	117,891,133 84	238,578,197 07	120,687,063 23	

INCOME TAX COLLECTIONS BY DISTRICTS

Comparative statement of net collections by districts received during the months April to June inclusive of the fiscal years 1940-41 and 1941-42. (Decrease marked*).

Districts	1940-41	1941-42	Increase or Decrease
	$ cts.	$ cts.	$ cts.
Charlottetown	379,273 16	321,074 04	*58,199 12
Halifax	2,226,861 19	6,682,024 75	4,455,163 56
Saint John....	1,315,540 64	3,408,801 31	2,093,260 67
Quebec	1,483,535 32	3,756,799 68	2,273,264 36
Montreal	32,706,728 10	65,372,532 95	32,665,804 85
Ottawa........	5,902,755 81	13,582,263 26	7,679,507 45
Kingston......	273,804 50	752,867 14	479,062 64
Belleville......	724,356 55	1,666,499 49	942,142 94
Toronto.......	40,328,918 45	69,317,346 59	28,988,428 14
Hamilton.....	8,019,516 79	20,403,592 58	12,384,075 79
London........	9,165,724 24	16,242,435 18	7,076,710 94
Fort William..	436,758 87	1,693,944 69	1,257,185 82
Winnipeg......	3,591,235 43	9,289,363 92	5,698,128 49
Regina........	324,033 04	1,140,392 08	816,359 04
Saskatoon.....	234,625 50	820,046 09	585,420 59
Calgary.......	1,435,266 15	3,145,420 79	1,710,154 64
Edmonton	547,424 60	1,380,224 66	832,800 06
Vancouver....	8,651,575 98	19,465,839 41	10,814,263 43
Yukon........	143,199 52	136,728 46	*6,471 06
Total.....	117,891,133 84	238,578,197 07	120,687,063 23

The National Revenue Review

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Department of National Revenue

Minister of National Revenue
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Private Secretary, W. O. Davis

Commissioner of Customs, H. D. Scully
Commissioner of Excise, David Sim
Commissioner of Income Tax, C. F. Elliott, K.C.
Assistant Commissioner of Customs, L. F. Jackson
Assistant Commissioner of Excise, V. C. Nauman
General Executive Assistant, P. L. Young

The National Revenue Review

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Income Tax Officer Honoured

JAMES F. GIBSON, F.C.A., Chief Corporation Assessor for the Toronto District of the Income Tax Division at the annual meeting of the Institute of Chartered Accountants of Ontario, held on June 27, was elected President of the Institute.

Mr. Gibson is a veteran of the last Great War and was on active service in France for three years. He was one of the youngest men to enlist in his battalion being only sixteen years of age at the time. Mr. Gibson is also a member of the Council of the Dominion Association of Chartered Accountants. He joined the Income Tax Division in 1927.

He Got His Money Back

WHEN clearing Customs at the international boundary bridge at St. Stephen, N.B., recently, after a motor trip through New Brunswick, a tourist from Quincy, Mass., was surprised to find himself the object of unusual official attention. He was addressed by name by the Customs officer and, according to his own statement, immediately began wondering just what traffic, immigration or Customs law he had unwittingly broken. However, the officer merely asked him " Have you all the money you should have?" The tourist replied that he had and, as a matter of routine, clapped his hand over his wallet pocket. But the pocket was empty. The officer then explained to the bewildered tourist that that morning, more than a hundred miles away at Riverside, N.B., a tourist cabin proprietor found a bulging wallet containing seven hundred dollars in bills under the pillow in the tourist's room, where he evidently had put it the night before for safe keeping. The proprietor had notified a constable of the Royal Canadian Mounted Police who broadcast a description of the tourist and his car. With the aid of the Customs officers they " got their man."

Conscience Money

THE Inspector of Income Tax, Quebec, received recently a communication containing a two and a five dollar bill accompanied by an unsigned note reading:

" Enclosed please find $7 for Income Tax."

It is presumed that this is conscience money. The envelope in which the money was received bears the postmark " Grand'Mere, July 5, 6 p.m. 1941."

Retirement of Mr. Williams

A. H. C. WILLIAMS, Chief Dominion Customs Appraiser, has retired on leave prior to superannuation after twenty years service in the Department. Mr. Williams was appointed Textile Expert in 1921, and held the rank of Dominion Customs Appraiser for several years. For the past four years he has been Chief Dominion Appraiser.

On the afternoon of July 23 there was a gathering of his Departmental colleagues in the office of the Commissioner of Customs, Mr. H. D. Scully, to bid farewell to Mr. Williams. The Minister, Honourable Colin Gibson was present and expressed his keen appreciation of Mr. Williams' services. Appreciative addresses were made also by Mr. Scully, Mr. L. F. Jackson, Assistant Commissioner of Customs, and Mr. V. C. Nauman, Assistant Commissioner of Excise. Mr. Williams was presented with a handsome fitted travelling bag and a radio and there were many expressions of sincere regret at the severance of official ties.

Mr. Williams will reside in Toronto. His colleagues in the Department will miss a good friend and a very capable and highly qualified co-worker.

Volume of Incoming Travel Doubled

(Written for the Review by W. G. Stamp, Collector of Customs and Excise, Fort Erie, Ontario).

INCOMING automobile travel over the Peace Bridge and the Ferry at Port of Fort Erie, Ontario, for July 4, Independence Day holiday celebrated in the United States, almost doubled that of the same day last year, as evidenced by the following figures: Foreign automobiles inward 17,154 (9,189) on July 4; for week ending June 28, 33,795 (26,694); for week ending July 5, 56,029 (37,879). Figures in brackets are for same periods of last year. Buses inward on July 4, 121 (105).

Commencing the early evening of July 3, tourists from the United States crossed the Peace Bridge in steadily increasing numbers until at six o'clock next morning it was found necessary to rush additional officers to that point to admit the cars through six examination lanes. At ten o'clock this number had been increased to ten lanes, and throughout the afternoon travel flowed steadily through fifteen lanes for automobiles and the sixteenth lane for buses. Every available officer in the Port was brought out, and many of those who had completed their regular hours of duty were called back to perform additional hours of service. Uniformed examining officers called for duty at seven o'clock in the morning remained at their posts on the examining lanes throughout the day until four o'clock in the afternoon, and full testimonial of the patience and consideration of their efforts to admit travellers to Canada is borne out by the fact that not one complaint was received; on the contrary, the writer overheard many comments expressing admiration of the courteous and efficient manner in which the officers performed their duties.

Approximately five thousand traveller's vehicle permits were issued on this date to visitors from every state in the Union, who brought with them sporting goods, camping equipment and accessories of every description for stays ranging from one week to three months in Canada.

It was, indeed, a gratifying sight for those interested in the effort to welcome visitors to Canada from the United States to view the solid appearing mass of automobiles moving over the Peace Bridge, then "fanning" out into fifteen lines to pass through the examination lanes, again merging to pass out of the exit from the Customs yard. The outside or sixteenth lane accommodated an unbroken line of buses bringing in thousands of persons to visit Crystal Beach summer resort and amusement park and to view the horse racing at Fort Erie.

About eleven thousand licence or state registration cards for automobiles were accepted on the incoming lanes from persons intending to remain in Canada for periods up to forty-eight hours. These were sorted into nine numerical groups and placed in racks, and during the evening were returned to thousands of motorists returning to the United States through the nine lanes of departing travel, at which time also Traveller's vehicle permits were surrendered by departing tourists and their automobiles and camping equipment checked out.

At Fort Erie ferry dock, the boats abandoned regular schedules and operated as frequently as possible to handle the heavy automobile travel entering there.

Two examining officers at Crystal Beach were required to put forth every effort to accommodate the thousands of persons arriving from Buffalo by steamer.

Glimpse of Incoming Tourist Travel

UNITED States automobiles entering Canada during the month of May for touring and other purposes numbered 338,404, made up of 220,794 cars in the non-permit class or local traffic, 100,468 cars under travellers' vehicle permits and 17,142 cars as commercial vehicles. The non-permit class includes local vehicles which are not required to take out formal Customs permits. They are restricted to travel within the jurisdiction of the port and may not remain in Canada more than 48 hours. Also included are the repeat trips of commuters and others who cross the border frequently on commuting permits. Travellers' vehicle permits are issued to all non-commercial vehicles which travel beyond the jurisdiction of the port of entry, or remain in Canada more than 48 hours, or leave the country by another port than the one by which they entered. These permits are usually issued for periods of 60 days or 6 months. Commercial vehicles comprise trucks which enter Canada for commercial purposes. During May, 1940, cars entered in the non-permit class numbered 224,736, showing a decrease for May this year of 3,942; cars entered under travellers' vehicle permit 86,591, an increase for May, 1941, of 13,877.

A classification by provinces of cars entered under travellers' vehicle permits gives the following: Ontario 66,776, Quebec 20,118, British Columbia 7,384, New Brunswick 3,908, Manitoba 1,193, Saskatchewan 532, Alberta 486, Nova Scotia 71. Ontario also entered the largest number of cars in the non-permit class, namely, 161,147, and in the commercial vehicle class, namely, 5,728. New Brunswick entered the second largest number in both the non-permit and commercial vehicle classes, namely 36,325, and 8,735 respectively.

The busiest point of entry for cars under travellers' vehicle permits was Windsor where 23,244 cars were entered under this class, followed by Fort Erie which entered a total of 15,673 and Niagara Falls which entered a total of 13,103. Other ports and outports issuing large numbers of travellers' vehicle permits during May were: Sarnia, Ont., 5,643, Phillipsburg, Que., 4,406, Lacolle, Que., 4,125, Lansdowne, Ont., 3,672; Pacific Highway, B.C., 3,303, Rock Island, Que., 2,769 St. Stephen N.B. 1,274, Highwater, Que., 1,217, Trout River, Que., 1,075, Windsor, Fort Erie and Niagara Falls held first, second and third places as to numbers of cars entered in the non-permit class, with totals of 62,905 and 50,122 and 32,119 respectively.

Frontier points entering over one thousand commercial vehicles during the month were: Windsor 3,275, St. Stephen, N.B., 1,782, St. Leonard, N.B., 1,583, Andover, N.B., 1,115, Edmundston, N.B., 1,046.

Canadian cars cleared inwards during May numbered 61,547. These included 47,566 cars whose length of stay abroad was less than 24 hours, 4,535 cars abroad for a period over 24 hours, and 9,446 cars designated as commercial vehicles. Of the total number of cars abroad over 24 hours 1,935 re-entered through Ontario ports and outports, 1,214 through British Columbia frontier points and 730 through Quebec, with smaller numbers through the other provinces. A total of 17,874 cars re-entered through Ontario after an absence of less than 24 hours, and 3,011 commercial vehicles; 16,307 cars re-entered through New Brunswick after an absence of less than 24 hours, and 3,682 commercial vehicles; 6,301 cars re-entered through Quebec after an absence of less than 24 hours, and 1,656 commercial vehicles; while 4,833 re-entered through British Columbia after less than 24 hours absence and 620 commercial vehicles.

Frontier points clearing the largest numbers of Canadian cars inwards after stays abroad of 24 hours or more were: Pacific Highway, B.C., 672, Niagara Falls 558, Windsor 404, Fort Erie 352. Ports re-entering the largest numbers of Canadian cars abroad for periods less than 24 hours were: Niagara Falls 7,866, St. Stephen, N.B., 5,374, Fort Erie 3,312, Edmundston, N.B., 3,245, Windsor 3,064, Milltown, N.B., 2,474. Edmundston, N.B. reported the largest number of Canadian commercial vehicles entered, namely, 1,631. The second largest number entered at Walkerville, Ont., totalling 1,266.

A Neighbourly Invasion

UNITED states automobiles at the rate of twelve a minute crossed into Canada through the port of Windsor, Ontario, during the busiest periods of the United States Independence Day, July 4. Beginning early in the afternoon of the previous day the United States cars poured across the border via ferry, bridge and tunnel in ever-increasing numbers. The vast majority of the visitors entered for periods of at least 48 hours. Approximately one hundred thousand passengers arrived during a period of 24 hours, making an all-time record at this port. All through the night of July 3, with scarcely any let-up, the lines of traffic continued to flow, the peak being reached early in the morning of July 4. The scenes then at the port's three points of entry were reminiscent of pre-war Independence Day crowds.

The full staff of Customs and Immigration officers was called into service. Officers who had worked through for eight hours were asked to remain on the job, and others with only a few hours off duty were called from their beds. Two new emergency services, one for each division, were inaugurated and worked with success to expedite the flow of traffic.

At the tunnel, extra tables were set out under the big Customs marquee and additional staff members were busy writing permits, thus saving undue delays in the lines. At the bridge, long lines of cars were momentarily held far back of the ramp of the incline on the Canadian side. They were in three lanes. From these, three immigration officers were able to feed eight Customs inspection lines farther on at the point of actual entry. Thus double inspection at the last gateway was done away with and the cars were moved much faster.

While permit figures do not tell the complete story (because all who cross the line do not require them) they give some indication of the traffic rush. At the tunnel, between midnight, July 3 and noon, July 4, approximately 1,800 permits were issued. At the bridge the total was close to 2,000 while at the Walkerville ferry about 500 permits were issued. There were eight lines of cars in continuous operation at the bridge and seven at the tunnel all during the morning of July 4.

It is an interesting point that many factory workers from Detroit plants took advantage of the holiday to make an excursion into Canada. One man, with a motor company badge still on his belt, said to a Customs officer "We were told it might be the last holiday we will get, so we're going to make the most of it." Thousands of United States defence workers were among the Fourth of July visitors. They had been repeatedly warned that holidays may not be possible later in the year. There were also thousands of American veterans of the World War entering Canada for the "Goodwill Invasion" of Toronto, where the Canadian Corps joined with the American Legion in staging an event unprecedented in the nation's history—a reunion of the forces which beat back the foes of democracy 25 years ago.

A new one-day record in the number of cars handled was made on July 4 at the Thousand Island bridge at Ivy Lea when a total of 3,500 cars crossed. The traffic for the day was greater than the combined number of cars for the same date in 1939 and 1940.

Excise Duty Collections

COMPARATIVE statement of Excise duty collections in Canada during the months of June, 1940, and June, 1941:—

June, 1941, spirits, matured, $1,104,814; June, 1940, $887,046. June, 1941, spirits, unmatured, $109,164; June, 1940, $114,740. June, 1941, validation fee $39,121; June, 1940, $111,225. June, 1941, malt, $2,085,120; June, 1940, $1,571,612. June, 1941, beer, $36.353; June, 1940, $26.576. June, 1941, malt syrup, $7,364; June, 1940, $16,485. June, 1941, cigars, $48,157; June, 1940, $39,090. June, 1941, cigarettes, $4,132,130; June, 1940, $3,132,217. June, 1941, manufactured tobacco, $857,355; June, 1940, $627,069. June, 1941, licences $379; June, 1940, $554. June, 1941, Canadian Raw Leaf Tobacco, $25,170. June, 1941, total, $8,445,131; June, 1940, $6,526,617.

Comparative statement of tobaccos, cigarettes and cigars entered for consumption, in Canada, during the months of June, 1940, and June, 1941:—

June, 1941, tobaccos, cut, 2,079,472 pounds; June, 1940, 2,006,929 pounds. June, 1941, tobacco, plug, 236,953 pounds; June, 1940, 249,201 pounds. June, 1941, tobacco, snuff, 88,642 pounds; June, 1940, 83,536 pounds. June, 1941, cigarettes, number 665,120,048; June, 1940, number 571,268,307. June, 1941, cigars, number 15,322,354; June, 1940, number 13,133,719. June, 1941, Canadian Raw Leaf Tobacco, 255,526 pounds.

Re Dominion Succession Duty Act

HEREUNDER are the regulations issued under the new Dominion Succession Duty Act:—

In the matter of The Dominion Succession Duty Act,
And in the matter of Regulations to be made thereunder,
And more particularly Regulations under section fifty-eight whereby,—

> "the Minister shall have the administration of this Act and the control and management of the duties imposed hereby, and of all matters incident thereto and of the officers and persons employed in that service" and "may make any regulations deemed necessary for carrying this Act into effect, and in particular may make regulations."

(*a*) prescribing forms and providing for the use thereof:
(*b*) prescribing the amount, form and manner in which security shall be furnished; and
(*c*) prescribing what rule, method and standard of mortality and of value, and what rate of interest shall be used in determining the value of annuities, terms of years, life estates, income and interests in expectancy.

Now, therefore, the Honourable the Minister of National Revenue, exercising the powers of the said Act hereby makes the following regulations:—

1. That the administration of the duties arising under the Dominion Succession Duty Act shall be by the Commissioner of Income Tax, his office to be known as that of the COMMISSIONER OF SUCCESSION DUTIES, and all officers in the employ of the Income Tax Division are hereby authorized to act as fully and effectively in the administration of the Succession Duty Laws as they are now authorized in the functioning of the Income Tax laws.

2. That the Inspectors of Income Tax are hereby appointed as INSPECTORS OF SUCCESSION DUTIES and shall be known accordingly when exercising the functions devolving upon them and arising under the Succession Duty Act.

3. Every heir, legatee, substitute, institute or other successor shall, within six months after the death of the deceased, without any notice or demand therefor, deliver to the Commissioner or Inspectors of Succession Duties Form S.D. 1 hereby prescribed as the Form upon which must be stated information required thereby and thereon, more generally indicated as the value of all property passing from the deceased to the successors.

4. Form S.D. 1 must be filed in duplicate and have attached thereto,—

one certified copy, and
one office copy

of the Last Will and Testament of the deceased.

5. Form S.D. 1 will be delivered to the Inspector of Succession Duties for the district in which the deceased, during his life-time, filed his last Income Tax Return.

6. If the deceased were domiciled outside of Canada, then Form S.D. 1 must be delivered to the Commissioner of Succession Duties at Ottawa.

7. The Commissioner and the Inspectors of Succession Duties are hereby empowered to demand by registered letter any information, additional information or explanation pertaining to any matter arising under the said law, and the same shall be furnished by the heir, legatee, substitute, institute, executor or successor, or such other person as has under his control any such information.

8. Any manager, assistant manager or acting manager of a branch of any bank, savings bank operating under the Quebec Savings Bank Act, any such officers of any of the hereunder mentioned trust companies shall represent the Minister for the purpose of opening any depository under his management and listing the contents thereof, pursuant to Section 50, and of permitting the withdrawal therefrom of the Will of the deceased.

Any such officer, before consenting to the opening of any safety deposit box or other depository, shall complete Form S.D. 31 (hereby prescribed and published below) and shall sign in the space provided above the words "an authorized officer" and shall require the person seeking entrance to the box or depository to sign the said Form indicating as well his representative capacity.

Thereafter, the carbon copy of the said Form S.D. 31, together with a list of the contents, must be forwarded by such officer to the Inspector of Succession Duties for the district in which the deposit box or depository is situated.

9. Before the contents of any safety deposit box or depository may be withdrawn, in whole or in part, by any person except as provided for in the above regulation, there must be procured from the Inspector of Succession Duties Form S.D. 32, consenting to the withdrawal of the contents from the safety deposit box or depository. Such Form must,—

(1) bear the signature of the Commissioner of Succession Duties, written, printed or stamped thereon,
(2) be one of a series, numerically numbered, and issued from the office of the Commissioner or the office of the Inspector of Succession Duties,

(3) be signed in the space provided for under the words "Inspector of Succession Duties" by the Inspector or one of his officers, and

(4) be signed by the person seeking the consent in his representative capacity in the space provided therefor.

10. Before any property whatsoever may be transferred, the consent on Form S.D. 30, as required by Section 49, must be obtained from the Inspector of Succession Duties. The Form must be completed in the manner prescribed by Regulation 9 (1), (2) and (3).

11. Any insurance company obligated, under a contract of insurance, to pay to the beneficiaries of any deceased person any moneys may pay a sum not exceeding fifteen hundred dollars provided the company lodges notice of payment at the time thereof with the Inspector of Succession Duties on the Form S.D. 17.

12. Any company, legally authorized to receive deposit accounts, having under its control a joint account, may permit the withdrawal of one-half thereof or five hundred dollars, whichever may be the lesser, provided the company exercising the control lodges notice of withdrawal at the time thereof with the Inspector of Succession Duties on Form S.D. 18.

13. The Notice of Assessment, required by Section 22 shall be in accordance with Form S.D. 7 and shall bear the signature or facsimile signature of the Commissioner of Succession Duties, written, printed or stamped thereon and signed by the Inspector of Succession Duties or one of his officers acting on his behalf.

14. The security required by Section 26 shall be regarded as satisfactory if given,—

(*a*) by a deposit with the Receiver General of Canada of a sum of money considered by the Commissioner to be sufficient, or

(*b*) by a bond, satisfactory to the Commissioner, in a penal sum not less than double the amount of the whole or unpaid portion of the estimated duty.

15. For the purpose of the said Act, bonds will be furnished in the Form herein prescribed, namely,—

(*a*) If a company is appointed executor, administrator or trustee by the Will of the deceased, or by the Court upon intestacy, and the company is by Provincial Law authorized to act without security in the administration of the estate, the bond shall be in accordance with Form S.D. 2.

(*b*) All other executors and administrators are required to have the said Form S.D. 2 endorsed by way of guarantee in support of the executor's or administrator's signature by a guarantee company satisfactory to the Commissioner. An incomplete list of satisfactory companies is given below.

(*c*) Any bond required to be filed by a successor will be in accordance with Form S.D. 3. Such bond must be endorsed by way of guarantee by a guarantee company satisfactory to the Commissioner. All such bonds mentioned in Regulations 14 and 15 hereof shall be deposited with the Inspector of Succession Duties.

16. Debts not shown on Form S.D. 1, pages three and four thereof, as being particular to the property described must be declared on Form S.D. 14, and shall be filed with the Inspector of Succession Duties at the time of the completion and filing of Form S.D. 1 (so far as the debts are then known.) The said Form S.D. 14 shall set forth the general debts, funeral expenses, Surrogate, Probate and other like Court fees for which an allowance is claimed under the said Act.

17. Where an interest in expectancy falls into possession, and the duty has not been previously paid, the executor, administrator or trustee, or the person who benefits by such interest in expectancy shall furnish to the Inspector a statement in detail on Form S.D. 1 showing particulars of the property in respect of which such interest in expectancy exists and the value thereof at the time of falling into possession.

18. Where the Commissioner is satisfied that the Succession Duties have been paid in full by the person or persons who were liable therefor in respect of all properties included in successions from the deceased, he may cause to be issued Form S.D. 9. Such Form must,—

(1) bear the signature or facsimile signature of the Commissioner, written, printed or stamped thereon,

(2) be one of a series, numerically numbered, and issued from the office of the Commissioner or the office of the Inspector of Succession Duties, and

(3) be signed in the space provided for under the words "Inspector of Succession Duties" by the Inspector or one of his authorized officers.

All property of the deceased may, after the issue of such Certificate of Discharge in the prescribed Form, be transferred by any person having power to make transfers thereof subject however to the provisions of the Act.

19. The value of every annuity, term of years, life estate, income, or other estate, and of every interest in expectancy, shall be determined on the basis of the Tables of Mortality. The said Tables of Mortality shall be based on an interest rate of four per cent per annum.

20. The following shall be the Inspectors of Succession Duties for the districts mentioned:—

G. E. Ritchie, Charlottetown; W. G. Kent, Halifax; C. A. Masters, Saint John; E. R. Vincent, Quebec; A. H. Rowland, Montreal; K. Fellowes, Ottawa; G. E. Carson, Kingston; S. J. Gilmore, Belleville; H. D. Paterson, Toronto; W. J. Callaway, Hamilton; H. I. Orr, London; J. C. Hunter, Fort William; E. W. Lowery, Winnipeg; J. Collingwood, Regina; C. H. Ayton, Saskatoon; C. Alexander, Calgary; W. G. Skinner, Edmonton; Norman Lee, Vancouver; G. A. Jeckel, Dawson.

Tariff Changes by Order in Council

By Order in Council (P.C. 5158), dated July 10, 1941, passed under the authority of Section 284, Paragraph (*k*) of the Customs Act, it is ordered that forgings of steel, rough machined and fitted or not, and handles of steel or of metal alloy in the rough, when imported for the purpose specified in Tariff Item 392b, from a country the products of which are subject to Intermediate Tariff treatment, shall be permitted entry free of Customs duty.

The Order in Council referred to is effective on and after July 19, 1941, the date of publication in the *Canada Gazette.*

By Order in Council (P.C. 4895) dated July 4, 1941, passed under the authority of Section 284, paragraphs (*k*) and (*m*), of the Customs Act, it is ordered that until further ordered the undermentioned product shall be accorded the tariff treatment hereunder indicated:—

Stiffening fabric composed of sisal fibre in combination with jute yarns, for use in Canadian manufactures—

British Preferential Tariff	Free
Intermediate Tariff	5 p.c.
General Tariff	15 p.c.

(To be designated as Tariff Item 834)

The Order in Council referred to is effective on and after July 12, 1941, the date of publication in the *Canada Gazette.*

War Measures—Licensed Imports—Aluminum

THE attention of Collectors is directed to Memorandum WM No. 31 dated October 17, 1940, which sets forth the regulations established by Order in Council P.C. 5596, of October 15, 1940, relative to the importation of aluminum, manufactured or unmanufactured.

It is pointed out that the said Order in Council provides that aluminum and articles made of aluminum, wholly or in part, SHALL NOT be imported EXCEPT UNDER PERMIT issued by, or on behalf of, the Minister of National Revenue. Such goods are not to be permitted entry until an import permit has been obtained.

It is the duty of officers of Customs to see that regulations are complied with, and in cases where any doubt exists as to the aluminum content of an article clearance must be withheld until the matter has been referred to the Department for decision.

Having reference to Order in Council (P.C. 5596) dated October 15, 1940, it is ordered by the Minister that import permits for outboard motors are not to be granted, except in cases where motors are considered to be for use in essential services, such as the following:—

(*a*) for the armed forces of the United Kingdom, Canada and their allies,
(*b*) for Coast Guard and Customs Preventive work,
(*c*) for Harbour Boards,
(*d*) for the Royal Canadian Mounted Police and Provincial Police Forces,
(*e*) for Forest, Game and Fishery Patrol work,
(*f*) for other Dominion and Provincial Government essential services.

Applications for import permits should be submitted to the Department previous to the placing of orders with foreign suppliers, and no outboard motors are to be permitted entry at Customs until a permit has been issued by or on behalf of the Minister.

Overseas Export Clearances of Wheat

OVERSEAS export clearances of wheat during the week ending July 11, 1941, totalled 3,085,188 bushels compared with 2,012,384 in the corresponding week last year. The accumulated total for the forty-nine weeks ending July 11 was 165,270,730 bushels in comparison with 146,108,450 in the corresponding period of the previous crop year.

Foreign Exchange Control Board

1. It has been found that two copies of the temporary export entry are sufficient. Therefore, the word "triplicate" in the fourth line of subsection (*c*) of Section 5 of the Instructions to Collectors of Customs and Excise on Page 34 of WM No. 2 Second Revision is cancelled, and the word "duplicate" is substituted therefor.

2. The fourth sentence of subsection (*c*) of Section 5 of the Instructions to Collectors of Customs and Excise commencing on page 34 is cancelled, and the following is substituted therefor:—

> The Collector of Customs and Excise at the port of exit will return the copy to the owner and hold the original for substitution within six days of the date of entry by completed sets of Form B, ONE SET PER CONSIGNEE, as specified in paragraphs 5 (*a*) and 5 (*b*) above. The exporter's copy is not to be certified as to exportation by means of the dating stamp of the port of exit but should have the outward report number of the vessel shown thereon and may be overprinted by means of a rubber stamp indicating that it is not and cannot be used as an export entry. The owner should return his copy of the temporary entry with the properly completed substitute entry.

3. Subsection (*b*) of Section 20 of the Instructions to Collectors of Customs and Excise on Page 40 is cancelled and the following is substituted therefor:—

> (*b*) As a guide to officers in carrying out the provisions of Section 34 of the Order, the following questions shall be asked of each resident leaving Canada: "Have you any currency, securities or foreign exchange?" "If so, how much?" "Are you taking with you any goods other than personal effects?" Answers to these questions should be accepted unless there are grounds for doubt, in which case search should be made.

Re Importations of Coal from the United States

It has been brought to the attention of the Department that, in some cases, importers of coal from the United States have found it difficult to have in their possession at the time of entry Customs invoices properly certified as to origin, thus requiring that the coal be entered under the General Tariff or incur demurrage.

When coal is imported by rail direct from the mine or by water from Great Lakes ports, it may be assumed that such coal is the product of the United States, and, until otherwise advised, invoices may be accepted for entry under the Intermediate Tariff although not bearing the prescribed Certificate of Origin.

Coal imported under conditions outlined above, purchased by a Canadian dealer and shipped direct to a customer in Canada, may be accepted on Customs invoices made out in Canada by the Canadian dealer, provided the official of the company preparing such invoices has a knowledge of the facts to which he is certifying. Such invoices do not require certification by the Collector as provided under Memorandum No. 740.

British Preferential Tariff, British Content

UNDER the authority of Order in Council (P.C. 46/4937) dated July 9, 1941, the requirement of one-half British Content has been reduced in respect to the following commodity in the proportion indicated:

Brushes .... Requirement of one-half British Content is reduced one-quarter

(Effective July 19, 1941)

Certificates of Origin "B" on invoice forms "M-B" and "N-B" should be altered to conform with the above change in the British Content requirement.

HERE AND THERE

The *Editor* received the following from an officer of the Department. It may interest those who know more about the beverage in question than he does.

Beer can show its loyalty and in a bold, deliberate manner too. But it's one thing to display the Union Jack within Canada and quite another matter to show it off in other lands and that is where a certain Canadian beer serves a useful patriotic purpose. It happens in this way: the neck band or neck label on each bottle of one particular brew made in Toronto features the Union Jack and bears the slogan "Buy War Savings Certificates—serve by saving." The larger label on the body of the bottle is similar to the neck label in that it also is printed in the three colours, viz., red, white and blue. This beer is being exported in considerable quantities from Toronto.

The name of the brewery concerned need not be mentioned as this is not an advertisement. It may be assumed that the thirsty ones abroad who consume such a be-flagged, war-effort beer must be at least very friendly to Canada and the Empire—for what hostile human could bring himself to drink for the profit and even perhaps to the "health" of a land he disliked.

British beer may be good but surely it is not any more loyal than the Canadian product which is doing its part in other lands.

The story of an invasion by grizzly bears of a Customs-Excise office in northern British Columbia recently, as told in the columns of the *Wrangell Sentinel*, of Wrangell, Alaska, was forwarded to the *Editor* by Inspector F. M. Burns of Vancouver. The *Sentinal* relates how one morning while Officer J. Rees of Stickeen, B.C., was engaged, his dog Trixie began barking furiously. Running to the window Rees saw four grizzly bears, a mother with two cubs and a one-year old, emerging from the woods and approaching his cabin. As grizzlies, especially when in charge of cubs, are not welcome visitors at any time, Rees reached for his rifle and without much difficulty dispatched the entire group. Rees stated that credit went to his dog, declaring "Those bears have been bothering around quite a while and if Trixie hadn't warned me I might have walked out on them and become their football."

Stickeen is a seasonal office, open during the period of navigation on the Stickeen River. It is on the border above Wrangell.

Several interesting old seizure forms were received by the *Editor* recently from W. E. Grant of the Customs-Excise staff at Lacolle, Quebec. These forms, designated as folios were inscribed as follows: "Received I.G.O., Port of Lacolle, Account of the Proceeds on Seizures disposed of, and of Fines for Infraction of the Revenue Laws recovered by Thomas Gordon, Collector of Customs for the Port of Lacolle, during the year ending 31st December, 1858. Payable to Receiver General $ .... Actual amount paid to Receiver General during the year $ .... This account to be furnished yearly, whether any seizures have or have not been made."

The inside page of each folio is ruled off into eleven columns with the following headings: No. of Seizure; Date of Seizure; How and When Disposed of, or why not Disposed of; Detail of the Articles sold, showing the price of each lot, and of the expenses incurred on each Seizure; Gross Proceeds; Expenses; Collector's percentage; Net proceeds; Seizing Officer and Informer's proportions; Amount Payable to Receiver General; Actual Amount paid Receiver General, during the Quarter.

On February 16, 1858, the Collector seized —"One pair of coarse unpainted bob sleds." These, however, were "Restored to the owner on his admission that the sleds were liable and by his special request."

Another seizure form listed three lumber wagons sold during the month of May, 1858. These three were valued at a total of $62.50, expenses were $6.92, Collector's percentage $3.12, net proceeds $52.46, seizing officer and informer's proportion $34.95, amount payable to Receiver General $17.51. A blank space appears after the entry of May 11 with the explanation "Goods stolen when under seizure and reported."

Printed on the back of each form is an interesting stipulation as regards the disposal of funds accruing from seizures. It reads:

Regulations 30th March, 1850:

Section 10—And be it further enacted that the net proceeds of all seizures and forfeitures to be divided as follows: One third to be paid to the credit of the Receiver General; One-third to the seizing officer or officers; and One-third to the informer or informers; in the event of the seizure having been made without information, two-thirds of the proceeds shall be paid to the seizing officer or officers. The Collector of Customs, or officer in charge of ports, to be allowed five per centum on the gross proceeds of seizures and forfeitures for making sales, and for receiving, distributing and rendering accounts of the same, the Collectors of Customs to distribute proceeds of seizures on receiving an order, and pay the several officers the proportion they may be entitled to, annexing the officer's receipts to the account thereof, on a distribution sheet to be furnished them for that purpose. The proceeds of sales of seizures are not to be distributed without a special order to that effect.

Two and a half per cent only will be allowed to the auctioneers for selling the goods under seizures.

NEWS AND COMMENT

LETHBRIDGE: Major T. C. Rubbra of the Customs-Excise staff at Lethbridge, Alberta, retired on superannuation recently after twenty-nine years' service. A veteran of two wars and a former member of long service of the Royal Canadian Mounted Police, Major Rubbra has had an active and colourful career. Born in England in 1876 he came to Canada in 1885. He joined the Northwest Mounted Police in 1897 with which he served for fifteen years. When the South African war broke out in 1899, he enlisted and was overseas for about two years. In 1916 Major Rubbra again joined up, going overseas second in command of the Edmonton Highlanders. He was Customs Appraiser at Lethbridge, in which capacity he was serving at the time of his retirement.

VANCOUVER: The Customs and excise department for Vancouver recorded the heaviest receipts in the history of the port when collections for the month of April totalled $2,207,422 an increase of $603,762 over April of 1940.

The previous high was in February of this year when receipts were $2,010,985. Total receipts for the last fiscal year of $21,683,000 set a new port record. Customs officials anticipate receipts for the fiscal year 1941-42 exceeding $25,000,000.

The April figures do not include the new tariffs that went into effect on April 30. Thus next year in addition to the customs fees which made the 1940-41 totals, there will be added a new gasoline tax of 3 cents per gallon, the Dominion amusement tax and the new building materials tax. This latter is 8 per cent and 150 dealers in Vancouver alone will come under licence.

HAMILTON: The port of Hamilton, Ontario, collected $2,907,771 in Customs-Excise revenue during the month of June. The largest receipts were from Excise taxes (domestic) totalling $1,351,057, followed by import duty collections $493,139, war exchange tax $482,200, Excise duty $457,522, sales tax on imports $110,454, Excise tax on imports $13,091, sundry collections $308.

WINNIPEG: Collecting the largest revenue in its history for any one month, the port of Winnipeg received $1,816,949 in Customs-Excise revenue during the month of June. This represents a net increase of $828,340 compared with June, 1940, when collections totalled $988,609. The heaviest receipts for any one day were taken June 30, totalling $337,514, and the second heaviest June 17, totalling $303,967. Of the twenty-four work days in June, fifteen days registered gains in Customs-Excise revenue compared with corresponding days of June last year.

WINDSOR, ONT.: Vehicular traffic through the port of Windsor, Ontario, via the Ambassador Bridge and the Detroit-Windsor tunnel, during the month of June, was as follows: passenger automobiles inwards 97,-

545, outwards 101,274; trucks inwards 3,551, outwards 4,188; United States buses inwards 354, outwards 348; local bus trips inwards 4,760, outwards 4,760; other vehicles inwards 122, outwards 122; passengers carried by local buses inwards 104,920, outwards 104,543.

Toronto: Revenue collected at the Customs express branch, Toronto, during the month of June increased by $101,620 to a total of $281,041 compared with June, 1940, when collections totalled $179,421. Packages received numbered 19,578, a decrease of 3,007, while entries numbered 3,939, an increase of 191. Collections at the postal branch amounted to $120,026, a gain of $59,910, while packages received totalled 30,207, decrease 4.350, packages delivered 27,513, decrease 1,162, entries 2,653, decrease 1.

Vancouver: Herring canning has jumped from a side line of British Columbia's fishing industry to a main issue, directly attributable to war conditions, and an increasing demand in Great Britain.

Annual average production of canned herring was approximately 30,000 cases in prewar years.

Pacific herring canneries turned out 415,466 cases in the year 1939-40, while recent figures reveal the pack was 643,725 cases for 1940-41 to March 15. It is estimated 1940-41 pack is worth approximately $2,500.000.

Montreal: Business transacted at the Customs postal branch, Montreal, during June increased at all points compared with June, 1940. Collections amounted to $80,989, increase $18,944, while parcels received totalled 24,361, increase 2,374, parcels cleared 23,864, increase 2,237, entries 2,024, increase 465. Collections at the express branch for June more than doubled compared with June last year, totalling $376,141 as against $168,836, an increase of $207,305. Packages received numbered 18,298, a decrease of 5,662, entries 3,144, an increase of 543.

FISHERIES OF QUEBEC

The fisheries production of the province of Quebec in 1940 had a total marketed value of $2,002,053, to which the sea fisheries contributed $1,701,733, or 85 per cent and the inland fisheries, $300,320 or 15 per cent. Compared with the preceding year the production of the sea fisheries shows an increase of $193,737 or 13 per cent, while that of the inland fisheries records a decrease of $202,637 or 40 per cent, making for the two fisheries combined a decrease of $8,900, or one-half of one per cent.

Among the sea fishes the principal kinds in order of market value are cod, herring lobsters, mackerel and salmon, while of the fish taken in the inland waters of the province, the chief kinds are eels, herring, shad, carp and catfish. The quantity of fish of all kinds, including shell fish, taken by Quebec fishermen during the year was 1,029,704 cwt. compared with 988,398 in 1939.

JUST AMONG OURSELVES

JULY-AUGUST

ADDITIONS

Nova Scotia

Halifax: P. G. Boyle, Customs Excise Clerk; B. J. DeWolfe, Customs Excise Clerk; G. H. Garroway, Customs Excise Clerk; R. E. Murray, Customs Excise Clerk; J. W. Williamson, Customs Excise Clerk.

Quebec

Montreal: J. W. M. Elie, Office Boy.

Quebec (Levis): J. P. Pelletier, Customs Excise Examiner.

Three Rivers (LaTuque): G. H. Bouchard, Sub-Collector of Customs and Excise (Grade 1 Outport).

Valleyfield: P. E. Levac, Customs Excise Clerk.

Ontario

Belleville: F. Cooke, Customs Excise Examiner.

Fort Erie: A. R. Forbes, Customs Excise Examiner.

Ottawa: M. C. Briggs, Clerk, Grade 1; J. E. Maubach, Clerk, Grade 1; A. G. Wallace, Clerk, Grade 2.

TORONTO: E. H. Hamilton, Customs Truckman; P. M. Murphy, Stenographer, Grade 1.

MANITOBA

WINNIPEG: G. Q. Carroll, Office Boy; Walter Tryhuk, Office Boy.

BRITISH COLUMBIA

VANCOUVER: T. A. McLean, Office Boy.

ADMINISTRATIVE

G. A. Barrett, Stenographer, Grade 1; J. E. Beauchamp, Typist, Grade 1; D. L. Drew, Stenographer, Grade 1; R. G. Gillham, Office Boy; I. H. M. Green, Stenographer, Grade 1; H. E. W. Moore, Clerk, Grade 1; N. F. C. Mutter, Office Boy; C. R. Spicer, Office Boy; M. V. Walsh, Clerk, Grade 2.

INVESTIGATIONS—DRAWBACKS

ONTARIO

WINDSOR: E. A. Bales, Customs Excise Examiner.

AUDIT

SASKATCHEWAN

REGINA: A. R. Hutchinson, Excise Tax Auditor, Grade 1.

SASKATOON: M. R. Wells, Excise Tax Auditor, Grade 2.

BRITISH COLUMBIA

VANCOUVER: C. H. Clendenning, Excise Tax Auditor, Grade 2.

DEDUCTIONS

NOVA SCOTIA

HALIFAX: G. C. Moore, Customs Appraiser, Grade 3 (Deceased).

LUNENBURG (Chester): H. E. Mitchell, Sub-Collector of Customs and Excise (Limited Service Outport) (Retired).

QUEBEC

MONTREAL: Irenee Blanchard, Customs Excise Clerk (Retired); J. E. Cooney, Customs Appraiser, Grade 1 (Retired); R. C. Dove, Customs Excise Examiner (Deceased); J. E. H. R. Steadworthy, Clerk Grade 1 (Resigned); T. H. Tees, Express and Postal Computing Clerk (Deceased); W. F. Wall, Customs Appraiser, Grade 3 (Retired).

MONTREAL (St. Jerome): F. X. St. Michel, Sub-Collector of Customs and Excise (Grade 1 Outport) (Retired).

ONTARIO

CHATHAM: M. L. Nicols, Customs Excise Examiner (Services terminated).

OTTAWA: E. de Vroome, Clerk, Grade 2 (Services terminated).

HAMILTON: D. McLean, Customs Excise Examiner (Retired).

ST. CATHARINES: R. W. Sher, Customs Excise Clerk (Services terminated).

SAULT STE MARIE: P. E. Yull, Customs Excise Examiner (Resigned).

WINDSOR: J. B. P. Burrowes, Customs Excise Examiner (Resigned); A. B. Dobson, Stenographer, Grade 2 (Resigned).

TORONTO: A. A. Hassard, Customs Appraiser, Grade 1 (Retired); M. E. Kidd, Stenographer, Grade 2 (Resigned).

BRITISH COLUMBIA

NANAIMO (Crofton): Robert Gladhill, Customs Guard (Services terminated).

NANAIMO (Port Alberni): J. M. Crossland, Customs Guard (Resigned).

ADMINISTRATIVE

K. F. Dale, Clerk, Grade 2 (Services terminated); J. L. Gibb, Stenographer, Grade 1 (Rejected).

PROMOTIONS

ONTARIO

HAMILTON: A. R. Beales from Customs Truckman to Customs Excise Clerk; A. E. Wright from Customs Excise Clerk to Computing Clerk.

ST. CATHARINES: Wm. Kiddell from Customs Excise Examiner to Express and Postal Computing Clerk.

TORONTO: P. E. Mitchell from Customs Express and Postal Computing Clerk to Customs Express and Postal Cashier.

BRITISH COLUMBIA

CRANBROOK (Kingsgate): G. B. MacDonald, from Customs Excise Examiner, Grade 1 Outport, to Sub-Collector of Customs and Excise, Grade 1 Outport.

VANCOUVER: J. H. McClean, from Cashier and Computing Clerk to Computing Clerk.

ADMINISTRATIVE

W. F. Falkner, from Senior Customs Excise Checking Clerk to Principal Clerk; H. A. Kelly, from Clerk, Grade 4, to Senior Customs Excise Checking Clerk; J. D. MacLeod, from Clerk, Grade 1, to Clerk, Grade 2; D. C. G. Osterhout, from Clerk, Grade 3 to Clerk, Grade 4; M. E. Tuppins, from Stenographer, Grade 2, to Stenographer, Grade 3

PROMOTIONS AND TRANSFERS

QUEBEC

J. N. A. Boucher, from Customs Excise Examiner, Montreal, to Sub-Collector of Customs and Excise, Grade 1 Outport, Montreal (St. Jerome).

AUDIT

ONTARIO

G. M. Walker, from Customs Excise Examiner Toronto, to Cashier and Computing Clerk, Audit, Toronto.

COMPARATIVE STATEMENT OF CUSTOMS AND EXCISE REVENUE RECEIVED DURING THE MONTH OF JULY 1940 AND 1941

—	1940	1941	Increase	Decrease
	$ c.	$ c.	$ c.	$ c.
Customs Duties	10,417,347 37	12,624,266 80		
Less Refunds and Drawbacks	756,663 18	1,440,381 19		
Net	9,660,684 19	11,183,885 61	1,523,201 42	
Excise Taxes	25,060,702 14	39,899,863 49		
Less Refunds and Drawbacks	237,709 88	589,213 44		
Net	24,822,992 26	39,310,650 05	14,487,657 79	
Excise Duties	7,214,049 80	8,975,877 44		
Less Refunds and Drawbacks	27,062 26	52,326 37		
Net	7,186,987 54	8,923,551 07	1,736,563 53	
Sundry Collections	60,392 28	73,820 57		
Less Refunds	98 07			
Net	60,294 21	73,820 57	13,526 36	
Net Totals	41,730,958 20	59,491,907 30	17,760,949 10	
Net Increase			17,760,949 10	

TOTALS FOR FOUR MONTHS

—	1940-41	1941-42	Increase	Decrease
	$ c.	$ c.	$ c.	$ c.
Customs Duties	45,468,320 89	48,365,571 18		
Less Refunds and Drawbacks	4,171,907 54	6,564,276 40		
Net	41,296,413 35	41,801,294 78	504,881 43	
Excise Taxes	65,627,955 02	124,145,565 08		
Less Refunds and Drawbacks	1,216,699 73	2,661,368 57		
Net	64,411,255 29	121,484,196 51	57,072,941 22	
Excise Duties	28,763,402 91	32,755,685 23		
Less Refunds and Drawbacks	266,302 30	430,901 00		
Net	28,497,100 61	32,324,784 23	3,827,683 62	
Sundry Collections	207,605 52	240,118 53		
Less Refunds	181 32	34 20		
Net	207,424 20	240,084 33	32,660 13	
Net Totals	134,412,193 45	195,850,359 85	61,438,166 40	
Net Increase			61,438,166 40	

COMPARATIVE STATEMENT OF INCOME TAX REVENUE RECEIVED DURING THE MONTH OF JULY 1940 AND JULY 1941

—	July 1940	July 1941	Increase	Decrease
	$ c.	$ c.	$ c.	$ c.
Net Collections	5,915,156 13	29,999,878 67	24,084,722 54	

TOTALS FOR FOUR MONTHS

—	1940–41 $ c.	1941–42 $ c.	Increase $ c.	Decrease $ c.
Net Collections	123,806,289 97	268,578,075 74	144,771,785 77	

INCOME TAX COLLECTIONS BY DISTRICTS

Comparative statement of net collections by districts received during the months April to July inclusive of the fiscal years 1940-41 and 1941-42. (Decrease marked*).

Districts	1940-41	1941-42	Increase or Decrease
	$ cts.	$ cts.	$ cts.
Charlottetown	405,119 18	379,434 14	*25,685 04
Halifax	2,323,955 62	7,114,258 50	4,790,302 88
Saint John	1,384,645 58	3,764,457 24	2,379,811 66
Quebec	1,551,720 71	4,259,287 88	2,707,567 17
Montreal	34,331,178 05	73,303,043 29	38,971,865 24
Ottawa	6,558,731 74	16,039,896 37	9,481,164 63
Kingston	282,048 64	831,747 84	549,699 20
Belleville	737,728 43	1,785,346 59	1,047,618 16
Toronto	42,076,550 39	77,729,669 84	35,653,119 45
Hamilton	8,543,096 24	23,141,832 14	14,598,735 90
London	9,325,820 90	18,633,415 74	9,307,594 84
Fort William	486,080 96	1,952,639 08	1,466,558 12
Winnipeg	3,771,548 70	10,596,988 67	6,825,439 97
Regina	379,000 12	1,297,750 71	918,750 59
Saskatoon	244,329 43	903,247 89	658,918 46
Calgary	1,658,207 04	3,504,408 29	1,846,201 25
Edmonton	594,479 92	1,585,583 93	991,104 01
Vancouver	9,006,299 45	21,562,250 30	12,555,950 85
Yukon	145,748 87	192,817 30	47,068 43
Total	123,806,289 97	628,578,075 74	144,771,785 77

The National Revenue Review

In this Issue

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STAFF CHANGES AND NEWS, ITEMS FROM
PORTS, DEPARTMENTAL NOTES

September, 1941

Vol. XIV No. 12

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Private Secretary, W. O. Davis

Commissioner of Customs, H. D. Scully
Commissioner of Excise, David Sim
Commissioner of Income Tax, C. F. Elliott, K.C.
Assistant Commissioner of Customs, L. F. Jackson
Assistant Commissioner of Excise, V. C. Nauman
General Executive Assistant, P. L. Young

The National Revenue Review

Issued Every Month by the Department of National Revenue

J. Sydney Roe, Editor

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The Passing Years

FOURTEEN years of continuous monthly publication of the REVIEW are completed with this issue. Six distinguished men have held the portfolio of National Revenue in that period and the passing years have brought many changes in the staffs of the three divisions, not only at headquarters, but at ports and outports and Inspection Districts throughout the Dominion. Although many of its former features have been curtailed by reason of war conditions, the REVIEW continues to be of informative interest to the press, public and staff. The *Editor* who has been in charge of the publication from its first issue, receives frequently letters indicating that it is of value, giving as it does a monthly review of departmental activities with revenue and trade figures and facts. The use made by the press of material appearing in the REVIEW has been apparent since the first issue appeared in October, 1927.

Thank You, Sir

HERE is a little story with a touch of human interest. Honourable Colin Gibson, Minister of National Revenue, received recently from the Collector of Customs and Excise at Niagara Falls a United States one dollar bill. The Collector wrote that a resident of Dryden, New York, who recently spent his vacation in Canada, on returning home informed the Collector he was so delighted with the courtesy extended by Customs officers and had so thoroughly enjoyed himself during his sojourn in Canada that he insisted upon contributing a dollar towards some worthy Canadian war fund.

Not Happy About It

AMUSING incidents are reported frequently from border points where United States tourists enter Canada. The prize one, in the *Editor's* opinion, came from the Peace Bridge at Fort Erie when a Customs officer put the usual question to a man entering by automobile as to whether he was coming to Canada for pleasure. The man replied: " Heavens no; I'm coming to visit the wife's folks!"

Twenty-five Years of Income Tax

(*Editor's Note.*—The Income Tax Division of the Department is twenty-five years old. This article was prepared under the direction of C. F. Elliott, K.C., Commissioner of Income Tax.)

IN 1842 England enacted an Income Tax law calling for the raising of revenue to defray the cost of the Napoleonic Wars. The then Chancellor, Lord Peel, said it was to be a short term war measure. It has existed now for 100 years and will continue.

In 1917 Sir Thomas White, the then Canadian Minister of Finance, introduced a bill known as the Income War Tax Act, 1917, for the raising of revenue to defray the cost of the war with Germany. This was nearly three years after the war started. It was a war measure to be of short duration. It has been in force ever since.

In 1916 the Business Profits War Tax Act was passed and lasted until 1920—5 years. This was introduced two years after war started.

In September, 1939, Canada passed an Excess Profits Tax Act, with the expectation of repeal within a short period. The Income Tax rates were very substantially increased and a National Defence Tax was imposed. This was within the first week of the second Great War.

The growth of the Income Tax Division over the intervening years is interesting.

The administration originated as a Commission to carry out the Business Profits Tax Act. R. W. Breadner, O.B.E., was appointed Commissioner in 1916.

Both the Business Profits Tax Act and the Income War Tax Act were under the Minister of Finance and remained there until the Department of National Revenue was organized to include the principal taxation measures—Customs, Excise and Income Tax—under three Commissioners. This was in 1927.

The original organization included head office and fourteen district offices, each in charge of an Inspector.

Originally the total number of employees, including Head Office, was 36. Now there are 19 district offices with a total number of employees of just under 2,000.

Of the original 36, only 4 employees are now with the Division on its twenty-fifth anniversary.

Mr. Breadner was succeeded by C. S. Walters, in 1927. Mr. Walters held the post until July, 1932.

C. Fraser Elliott, K.C., the present incumbent, was appointed Commissioner of Income Tax on July 15, 1932. The position now occupied by Mr. Elliott is Commissioner of Income Tax and Commissioner of Succession Duties. In addition, as Commissioner of Income Tax, Mr. Elliott has the added responsibility of administering and collecting provincial income taxes for the provinces of Prince Edward Island, Quebec, Ontario, Manitoba and the Yukon District. The one central administration administers all—saves duplication, simplifies matters for the public, and lowers the cost of compliance.

The various ministers of the Crown under whom the Division has been administered are as follows:—

Ministers of Finance—Sir Thomas White, Sir Henry Drayton, Honourable W. S. Fielding and the Honourable James A. Robb.

Ministers of Customs and Excise and later of National Revenue—The Honourables Jacques Bureau, G. H. Boivin, W. D. Euler, E. B. Ryckman, R. C. Matthews, J. E. Lawson, J. L. Ilsley, and the present Minister, the Honourable Colin Gibson.

The growth of the Division is shown in the following comparative statements:—

COLLECTIONS.—The first collections under the Business Profits War Tax Act amounted to $12,506,517 in the fiscal year 1916-17.

The first collections under the Income War Tax Act amounted to $9,349,720 in the fiscal year 1918-19. Collections under the Business Profits Tax Act for the same period were $32,970,017; making a combined revenue of $42,319,782.

For the ten years 1925 to 1935 the collections were on an average approximately $60,000,000 a year.

Collections for the fiscal year 1940-41 were: Income Tax, $248,143,022, Excess Profits Tax, $23,995,269; Total, $272,038,290.

Collections for the first three months of the present fiscal year were $238,578,187 as compared with $117,891,114 for the first three months of the past fiscal year—an increase of 102 per cent.

RETURNS

TAXABLE RETURNS

	1918-19	1940-41	Increase
Individuals	38,069	373,788	....
Corporations	1,560	13,312	....
Total	39,629	387,100	977%

ALL RETURNS

1940-41	1941-42	
803,323	1,611,850	100%

STAFF

STAFF AS AT JUNE 30TH

1940	1941	Increase	Percentage Increase
1,320	1,933	613	46%

Incidents at the Border

(Written for the REVIEW by W. G. Stamp, Collector of Customs and Excise, Fort Erie, Ontario.)

THE new gasoline restrictions have occasioned some interesting and novel efforts to avoid being caught short of gasoline while en route to Canadian destinations.

An officer engaged in examining automobiles entering from the United States via the Peace Bridge inquired of an elderly gentleman, whose clothing indicated that he was prepared to step from his car and make camp at any wayside spot that appealed to him, as to the contents of a large can in the rear of his car. He was informed that the can was empty. Not a little puzzled, the officer obtained a further explanation, as he considered the intention was to enter Canada with the can filled with gasoline. The man took evident enjoyment in stating that when he requested the gasoline station attendant in the United States to fill this can with gasoline, he was advised it was against regulations to fill any container with gasoline, other than one which formed a part of the car. Whereupon he drained the contents of the car radiator, and requested that it be filled to capacity with gasoline. After using a sufficient quantity from the gasoline tank of the car, he would drain the gasoline from the radiator into the can and then replenish the supply in the regular gas tank, after which he would, of course, make use of the can in refilling the car radiator with water. No doubt noting the officer's skeptical expression, the old timer said as he patted the officer's shoulder in a reassuring manner, " Don't you worry none about that, sonny. I'll get where I'm going all right."

Four young men entering Canada with an automobile containing a quantity of camping equipment were informed by an officer that several cartons in the rear of the car, bearing the advertising label of a brewery in the United States, could not be taken into Canada with them, as regulations did not permit alcoholic beverages of any kind to accompany the tourist. The young men hastened to open the cartons and take therefrom a number of small cans. There were twenty-four to a carton, each of about twelve liquid ounces capacity and closed at the top with a cap identical to those used for bottled beverages. Picking out several of these cans at random the caps were removed and the contents exposed for the officer's inspection. Each can emitted the odour of gasoline. It developed that the young men, unable to obtain a container in which to carry surplus gas, had hit upon this method of carrying the necessary surplus. They were informed that this also was against regulations.

Automobile travel across the Peace Bridge and Ferry at the port of Fort Erie during the first four months of this fiscal year, April to July, shows a substantial increase over the same period for the previous year. While the present classifications and designations for tourist travel have been somewhat altered, we are continuing with the method formerly used in order to make a definite comparison between the two periods. Figures in brackets are for last year:—

United States cars entered under sixty-day touring permits 85,920 (65,302). Cars entered for stays of forty-eight hours or less 310,128 (291,526); United States automobiles outward 331,473 (267,572); Canadian cars outward for touring purposes 14,662 (31,135); inward 13,761 (31,312).

All sixteen arches or examining lanes for travel inward from the United States at the Peace Bridge were in use on July 4, and on week-ends throughout that month, and to date from seven to eleven of these lanes were in continuous operation for periods of from three to four hours in the afternoons and early evenings.

Glimpse of the Tourist Season

APPROXIMATELY four hundred and twenty-seven thousand United States automobiles were entered at Canadian ports, outports and preventive stations for touring and other purposes, during the month of June, for stays of from a few hours up to six months. This total was made up of 282,095 cars in the non-permit class, 130,870 cars under traveller's vehicle permits and 14,026 cars known as commercial vehicles. Compared with the corresponding month of 1940 automobile tourist entries showed a slight decline. In the non-permit (local) travel group the decrease was 4,018 cars, while the drop in the number of traveller's vehicle permits was 4,604. It may be recalled that traveller's vehicle permits are issued to all non-commercial vehicles which travel beyond the jurisdiction of the port of entry, or remain in Canada more than 48 hours, or leave the country by another port than the one by which they entered. These permits are usually issued for periods of 60 days or 6 months. The non-permit class includes local vehicles which are not required to take out formal Customs permits. They are restricted to travel within the jurisdiction of the port and may not remain in Canada more than 48 hours. Commercial vehicles comprise trucks which enter Canada for commercial purposes.

The province of Ontario issued 84,740 traveller's vehicle permits (combining 60-day and 6-month classifications of former statements) during June; Quebec 24,032, British Columbia 9,414, New Brunswick 7,412, Manitoba 2,056, Alberta 1,929, Saskatchewan 1,069, Nova Scotia 218.

More traveller's vehicle permits were issued at Windsor than at any other point in the Dominion. The total was 25,367. Fort Erie was a close second with a total of 22,060, and Niagara Falls third with 17,698. Other busy points of entry were: Sarnia, Ont., 7,346, Lacolle, Que., 5,516, Lansdowne, Ont., 4,725, Phillipsburg, Que., 4,408, Pacific Highway, B.C., 3,953, Rock Island, Que. 3,262, St. Stephen, N.B., 3,196.

The largest number of commercial vehicles to be entered at any port was 3,005, cleared through Windsor, and the second largest number was 2,168, cleared through St. Stephen, N.B. First, second and third places as regards the number of vehicles entered in the non-permit class were held by Fort Erie, Windsor and Niagara Falls with totals of 88,447 and 68,766 and 39,327 cars respectively. St. Stephen, N.B., entered 14,863 cars in the non-permit class, and Edmundston, N.B., 8,689 cars.

Canadian cars reported inwards during the month of June numbered 65,391. Of this number 5,407 cars were abroad for periods over 24 hours, 49,191 for periods of 24 hours or less, while 10,793 cars were designated as commercial vehicles, that is Canadian trucks which had been travelling in the United States for commercial purposes. Of the total number of cars abroad over 24 hours 2,166 re-entered through Ontario ports, 1,411 through British Columbia frontier points and 913 through Quebec, with smaller numbers through the other provinces. A total of 17,840 cars re-entered through Ontario after an absence of less than 24 hours, and 4,196 commercial vehicles; 17,082 cars re-entered through New Brunswick after an absence of less than 24 hours, and 3,771 commercial vehicles; 6,884 cars were cleared inwards through Quebec after short stays abroad, and 1,793 commercial vehicles, while 5,193 cars returned through British Columbia after less than 24 hours absence and 614 commercial vehicles.

Frontier points clearing the largest numbers of Canadian cars inwards after stays abroad of over 24 hours were: Pacific Highway, B.C. 651, Niagara Falls 568, Windsor 418, Emerson, Man., 369, Fort Erie 362, Boundary Bay, B.C., 345, Lacolle, Que., 328. Ports re-entering the largest numbers of Canadian cars abroad for periods less than 24 hours were: Niagara Falls 7,974, St. Stephen, N.B., 5,512, Edmunston, N.B., 3,830, Fort Erie 3,030, Windsor 3,024, Milltown, N.B., 2,344, Boundary Bay, B.C., 2,200. The largest number of comercial vehicles were re-entered at the three following points: Walkerville, Ont., 1,371, Fort Frances, Ont., 1,366, Edmunston, N.B., 1,360.

A New High Reached

CUSTOMS-EXCISE collections at the port of Montreal for the month of July reached an all-time high, totalling $17,907,429. This was nearly ten per cent higher than the previous record mark of $16,291,110 established in May this year, and twenty-five per cent higher than collections for July last year which totalled $14,244,682. The July record marks the first time that this port's collections have exceeded the $17,000,000 mark, and in only one other month has the total exceeded $16,000,000.

For the final day of July collections aggregated $2,943,732, being one of the largest such totals on record. Collections on the final day of June totalled $3,196,483 and on the last day of May, a Saturday, collections were $2,263,033.

Out in the West

(The following was received by the *Editor* from A. K. Westland, Collector of Customs and Excise, Pacific Highway, B.C.)

CANADIAN travel for the months of April, May and June at this port shows a considerable decrease over the corresponding period of last year, dropping from 19,907 in 1940 to 4,442 in 1941. However, foreign cars entering Canada through this port show an increase, 13,257 cars entering during the months of April, May and June of 1940, as against 18,068 for the same period this year. Apart from the cars entering from the adjacent state of Washington, California and Oregon represent the bulk of tourists entering here, although cars from every state in the Union arrive daily.

Total revenue collected at this port for the first three months of the present fiscal year amounted to $159,694, as against $79,693, for the corresponding period of last year, or double the amount.

As a humorous touch, I may say that recently, a lady returning to the United States was asked for her E.50 permit, but she said that she was unable to produce it as her dog had eaten it.

Our present staff consists of 22 officers, comprising the Collector, Appraiser, 17 permanent officers, one full-time temporary, and 2 seasonal officers. These men staff both this office, and the Douglas office, the former preventive station of Douglas now being a part of this port. The majority of tourist traffic goes through this station, which now handles all commercial work, import and export, and occasionable tourists.

Zinc Salvage

THERE are 2,400 local salvage committees throughout Canada collecting metal scrap which will aid the Dominion's war effort. Among the essential war metals, zinc occupies a place of special importance and although Canada is the largest producer of this metal in the world, the increased demand created by war needs makes every pound of it precious.

That is why the people of Canada are urged to make available for war use any surplus zinc lying loose around the house, farm or work shop.

Changes in List of Customs-Excise Ports

Maitland, N.S., an Outport and Warehousing Port under the survey of the Port of Windsor, N.S., closed as from September 1, 1941.

Portage la Prairie, Man., an Outport and Warehousing Port under the survey of the Port of Winnipeg, Man., closed as from September 1, 1941.

St. Ann Harbour, N.S., a Preventive Station under the survey of the Port of Baddeck, N.S., closed as from August 15, 1941.

Apple River, N.S., a Postal Collecting Station under the survey of the Port of Parrsboro, N.S., closed as from September 1, 1941.

Canning, N.S., a Postal Collecting Station under the survey of the Port of Kentville, N.S., closed as from July 1, 1941.

Meaford, Ont., a Postal Collecting Station under the survey of the Port of Collingwood, Ont., closed as from August 1, 1941.

Bruce Mines, Ont., a Postal Collecting Station under the survey of the Port of Sault Ste. Marie, Ont., closed as from August 1, 1941.

Regulations Re: Canadian Raw Leaf Tobacco

THE packing and stamping of Canadian raw leaf tobacco for consumption in its natural state is now being carried on by persons licensed under the Excise Act as " raw leaf dealers." The annual fee for such licence is Two Dollars, with an Excise duty of ten cents per pound payable by means of stamps which the licensee is required to affix to the " hands " or packages of tobacco.

A recent amendment to the Excise Act, effective October 1, 1941, cancels the authority under which " raw leaf dealers " licences were issued and substitutes legislation providing for the packing and stamping of such tobacco by "tobacco packers" at a licence fee of Fifty Dollars per annum with Excise duty payable at ten cents per pound as before. This places tobacco consumed in its natural state on practically the same basis as the manufactured article. Both will be prepared for sale and stamped under supervision of an officer of Excise, thus ensuring better protection of the revenue and more equitable regulation as between the two types of tobacco.

The effect will be to control tobacco, by means of a permit system, from the time it leaves the grower until it is packed and stamped for consumption, either by a licensed tobacco packer or a licensed tobacco manufacturer as the case may be.

These regulations, effective October 1, 1941, are established under authority of The Excise Act by Hon. Colin Gibson, Minister of National Revenue.

Excise Duty Collections

COMPARATIVE statement of Excise duty collections, in Canada, during the months of July, 1940, and July, 1941:—

July, 1941, spirits, matured, $1,134,146; July, 1940, $767,690. July, 1941, spirits, unmatured, $94,183; July, 1940, $59,762. July, 1941, validation fee, $24,004; July, 1940, $52,739. July, 1941, malt, $2,405,381; July, 1940, $1,490,680. July, 1941, beer, $39,598; July, 1940, $33,883. July, 1941, malt syrup, $10,423; July, 1940, $7,459. July, 1941, cigars, $44,448; July, 1940, $38,663; July, 1941, cigarettes, $4,640,168; July, 1940, $4,086,296. July, 1941, manufactured tobacco, $906,653; July, 1940, $878,595. July, 1941, licences, $233; July, 1940, $246. July, 1941, Canadian raw leaf tobacco, $24,694; July, 1940, $700. July, 1941, total, $9,323,935; July, 1940, $7,416,717.

Compartive statement of tobaccos, cigarettes and cigars entered for consumption, in Canada, during the months of July, 1940, and July, 1941:—

July, 1941, tobacco, cut, 2,230,913 pounds; July, 1940, 2,177,296 pounds. July, 1941, tobacco, plug, 266,903 pounds; July, 1940, 265,958 pounds. July, 1941, tobacco, snuff, 63,502 pounds; July, 1940, 63,831 pounds. July, 1941, cigarettes, number, 772,165,478; July, 1940, number, 648,303,543. July, 1941, cigars, number, 15,609,738; July, 1940, number, 12,791,616. July, 1941, Canadian raw leaf tobacco, 246,940 pounds; July, 1940, 7,001 pounds.

Overseas Export Clearances of Wheat

DURING the week of August 15 the export clearances overseas of Canadian wheat amounted to 3,522,783 bushels compared with 1,059,383 on the corresponding date last year. The total for the first two weeks of the present crop year was 5,938,165 bushels compared with 2,566,005 in the corresponding period of the previous crop year.

Gold Production

THE May gold production was 449,185 ounces compared with 443,199 a year ago. The following was the production by provinces with the figures of May, 1940, in brackets: Ontario, 271,174 (270,153); Quebec, 89,884 (83,182); British Columbia, 49,927 (53,483); Manitoba and Saskatchewan, 23,692 (22,342); Northwest Territories, 5,726 (4,014); Nova Scotia, 2,795 (1,837); Yukon, 5,986 (8,185). Jewellery and scrap receipts at the Royal Canadian Mint in May contained 955 ounces of gold, making a total of 3,970 for the five months of 1941 as compared with 4,915 in the same period of 1940.

"Made in Canada" Rulings

ELECTRICALLY Operated Portable Tie Tampers have been transferred from the category of " a class or kind *not made* in Canada " to that of " a class or kind *made* in Canada," and in accordance with the Government's undertaking to give " adequate notice " to parties concerned, the ruling referred to is to be effective three weeks from the date hereof, August 5, 1941.

Re Trading With the Enemy

FINLAND, effective on and after August 2, 1941, is Enemy Territory under the Trade with the Enemy Regulations, and all importers with goods originating in that country at your port should be instructed to apply to the Custodian, Department of Secretary of State, Ottawa, for release, and the goods are not to be delivered pending such release.

Goods originating in Finland in Canada or actually in transit to Canada prior to August 2, 1941, may, when released by the Custodian, be entered at Treaty rates.

Effective on and after August 2, 1941, Estonia, Latvia and Lithuania are enemy territories under the Trading with the Enemy Regulations, and all importers with goods originating in those countries at your port should be instructed to apply to the Custodian, Department of Secretary of State, Ottawa, for release, and the goods are not to be delivered pending such release.

Goods originating in Estonia, Latvia and Lithuania in Canada or actuallly in transit to Canada prior to August 2, 1941, may, when released by the Custodian, be entered at Treaty rates.

Domestic Exports of Wheat Flour

THE July exports of Canadian wheat flour recorded a sharp advance, totalling 1,921,655 barrels valued at $7,740,306 compared with 313,864 valued at $1,250,957 in the same month last year. The average export price was $4.03 compared with $3.99.

Exports during the seven months ending July were also sharply higher, aggregating 7,383-795 barrels valued at $28,177,899 compared with 4,065,870 barrels valued at $16,173,935 in the corresponding period of 1940. The average export price was $3.82 compared with $3.98.

Regarding Cheese

THE Dairy Products Board has ordered that no person shall import any butter or cheese into Canada without:

(*a*) Holding an importer's licence issued by the Dairy Products Board; and
(*b*) Having received, from the Dairy Products Board, an import permit authorizing such importation.

Applications for an importer's licence shall be made in triplicate on forms provided by the Dairy Products Board, Ottawa.

Application forms for import permits may be obtained from the Dairy Products Board, Ottawa, Ontario, and must be submitted in triplicate for approval to the Dairy Products Board, Ottawa, or to the Dairy Products Board, 407 McGill Street, Montreal, Que.

The original of the application bearing the stamp of approval of the Dairy Products Board must be filed with the Collector of Customs at the port of entry before any import shipment of butter or cheese will be released. This original approved permit is to be filed with the port copy of the entry, and the endorsement " Dairy Products Board Permit No. filed " is to be placed on the Departmental copy.

The above order became effective August 5, 1941, but does not apply to casual importations not exceeding fifty pounds.

HERE AND THERE

The *Editor* has received from A. J. Maheu, Sub-Collector of Customs and Excise at Armstrong, Quebec, a money order for $2.42. This sum of money was handed to him by tourists leaving Canada and represents the balance of Canadian funds they had with them on their departure. They wished to make this contribution to Canada's war effort. The money has been transferred to the Minister of Finance and such tangible expressions of goodwill are much appreciated.

The *Editor* received the following little story clipped from a recent Calgary, Alberta, newspaper, from G. E. McLaren, Collector at that Port:—

" Philadelphia's going to hear a thing or two from the lips of a pretty young native about Calgary and Alberta, thanks to the rapid-fire efficiency of local Customs officials and officials of the Alberta Motor Association here.

The young lady wrapped up her big sedan and shipped it to Calgary in bond from Philadelphia. A.M.A. and Customs officials snapped red tape, contacted a local garage for service, and when the young lady and three companions arrived here to-day they placed a pen in her hand, said sign please, and the big car was on the road in five minutes for a month at Banff, Lake Louise, Jasper and other mountain points."

The following letter written by a resident of Vancouver, Washington, was forwarded to the *Editor* recently by A. K. Westland, Collector at Pacific Highway, B.C.:—

" On the night of July 17, 1941, I crossed over into your country for the first time. Naturally, I had heard many of the stories about how difficult it was to get over and especially so to return, but the ease and the absence of official formalities was certainly a pleasant surprise to me.

I was one of a party of five, going to Lake Hihium for a fishing trip. Fishing has been my big hobby all my life, and I want you to know that this trip was the finest that I have ever taken. Lots of fine fish, and the sincere cordiality of all of your people every place we met them, made it a red letter trip indeed.

For the rest of the party, and also myself, I want to thank you for the wonderful welcome extended to us at all times, and I am quite sure as long as my good right arm can cast a fly, that you will be seeing me at least once a year, and oftener if possible.

We returned through Aldergrove on the evening of July 21, and on both sides of the line there we were met with the same sincere cordiality that we received at your station. Me for a lot of fine fishing in your wonderful country in the future."

Even stories relating to tombstones may have a humorous touch, as the following letter, received by the *Editor* recently from P. E. Dennision, of the Customs-Excise staff of Edmonton, Alberta, reveals:—

"Recently it came to the attention of this office, that a man in the country was manufacturing concrete tombstones, and that he was not in possession of a sales tax licence and was not making sales tax returns and payments as he should have done. He was written to about it, and a reply was received from him stating that he *was* making tombstones and selling them himself. He stated that he had sold none during the past twelve months, but that *he had two good prospects.* Two good prospects for tombstones appeared to have a certain touch of humour."

Although embracing only a small area of about six square miles, Point Pelee National Park in southwestern Ontario is a popular outing place for holiday seekers from both the United States and Canada. During the month of June, 4,385 automobiles and 14,348 people entered the park. This movement was made up of 2,470 United States cars with 8,645 passengers and 1,915 Canadian cars with 5,703 passengers.

Point Pelee National Park is a combination vacation resort and wild life sanctuary, situated within easy reach of the great industrial centres of Detroit and Windsor. Motor camp sites are laid out convenient to the beaches, with pavilions, shelters, and camping facilities provided. The park is the most southerly mainland portion of Canada, and is visited by thousands of wild fowl during their northern and southern migrations.

Heavy tourist travel from the United States to Waterton Lakes National Park in Alberta is reported, United States cars outnumbering Canadian cars for the first time in the memory of the park officials. Cars of United States registration entering the park during the first week of July totalled 2,267 as against 2,122 Canadian cars. Altogether a total of 17,180 persons visited the park during the week.

Waterton Lakes National Parks forms the Canadian section of the Waterton-Glacier International Peace Park, which commemorates the friendship and goodwill prevailing between the people of Canada and the United States for more than one hundred years. The Canadian and United States sections of the International Park are linked by the Chief Mountain International Highway, which passes through a magnificent scenic region along the eastern slopes of the Rocky Mountains. The highway takes its name from Chief Mountain, which dominates the landscape along the road in Glacier National Park in the United States.

FRUIT AND VEGETABLE RULINGS

The Minister has directed that the application of the value fixed for Cucumbers imported into Canada, as per Fruit and Vegetable Bulletin No. 1 (1941), be suspended until further notice in respect of importation into the Provinces of Ontario and Quebec, effective on entries on and after August 19, 1941.

The Minister has directed that the application of the value fixed for Prunes imported into Canada, as per Fruit and Vegetable Bulletin No. 16 (1941), be suspended until further notice in respect of importation into the Provinces of Nova Scotia, New Brunswick, Prince Edward Island, Ontario and Quebec.

PRODUCTION OF CONCENTRATED MILK

The Canadian production of concentrated milk products recorded a further advance in July, the total being 26,974,684 pounds compared with 22,733,294 in July, 1940. These successive monthly gains have resulted in a seven-month production this year of 148,109,412 pounds compared with 118,491,708 in the like period of 1940.

RE TAX ON CARBONATED BEVERAGES

An official circular signed by David Sim, Commissioner of Excise, dated July 2, 1941, has been issued to Collectors of Customs and Excise. It reads:—

The Minister of National Revenue has established the following regulations, under authority of Section 99 of The Special War Revenue Act:—

Effective May 23, 1941, sales and excise taxes are to be accounted for on the transfer of carbonated beverages, aerated waters and all other compounded or mixed soft drinks put up in bottles for sale on the following basis:—

Note.—These regulations do not apply to fermented beverages, such as ale, beer, porter, or stout.

SALES TO WHOLESALERS, JOBBERS AND TO DRIVERS OR AGENTS WHO OWN THEIR OWN DELIVERY EQUIPMENT:

SALES TO OTHERS WHO RECEIVE 20 PER CENT OR GREATER DISCOUNTS FROM THE PRICES TO ORDINARY RETAILERS:

The sales and excise taxes apply on all sales specified above on the actual selling prices, except that, where sales to the customers referred to above are at sales and/or excise tax included prices, the taxes may be computed accordingly.

Deductions from such selling prices may be allowed in respect of prepaid transportation charges paid to independent carrier companies shown separately on invoices and/or cash discounts or other allowances actually given by the manufacturer on sales to purchasers referred to above. Deductions will not, however, be permitted for transportation costs for returning empty bottles, packages or other containers.

If wholesalers in different zones or territories are given different discounts, only those discounts applicable in that zone or territory in which the sale is made shall apply to the sales in that zone or territory.

Note.—Where sales are made in representative quantities to wholesalers, this is not to fix the value for tax on other sales.

SALES TO ORDINARY RETAILERS:

Manufacturers or bottlers of carbonated beverages, aerated waters or other compounded or mixed soft drinks put up in bottles for sale may account for the sales and excise taxes on sales of these goods sold to " Ordinary retailers " on the basis of the regular list selling prices to such retailers, less a discount of 20 per cent, the sales and excise taxes to apply On the remainder and not OF it. By " ordinary retailers " is meant retail stores which do not obtain any preferred prices or other discounts of any kind from established list prices.

On sales to ordinary retailers at prices which include sales tax, WITH THE EXCISE TAX CHARGED AS A SEPARATE ITEM ON THE INVOICE, the following calculation may be used:

Illustration:—

Sale to ordinary retailer, sales tax included		$833.33
Sales tax, 8% on $66.67 ($83.33 less authorized discount 20%)	$ 5.33	
Excise tax, 25% on $66.67 ($84.33 less authorized discount 20%)	16.67	16.67
Sales and Excise taxes payable	$22.00	

If this method of calculation is used, THE EXCISE TAX CHARGED AS A SEPARATE ITEM must be paid to the Department without deduction.

On sales to ordinary retailers AT PRICES WHICH INCLUDE BOTH SALES AND EXCISE TAXES, the manufacturer may first deduct one-sixth of the sale price of the beverages of his own manufacture as representing the excise tax included therein. The discount of 20% may then be deducted and the sales tax calculated on the remainder.

Illustration:—

Sale to ordinary retailer, taxes included		$ 100.00
Excise tax, $\frac{1}{6}$ of $100.00	$16.67	
Sales tax, 8% on $66.67 ($100.00 less excise tax $16.67, less authorized discount 20%)	5.33	
Sales and Excise taxes payable	$22.00	

Allowances for prepaid transportation charges and/or cash discounts, or any other allowances, may not be deducted in addition to the discount of 20 per cent.

Where sales are made at discounts less than 20 per cent from the regular list prices to ordinary retailers, the taxes may be paid on the regular list prices to the ordinary retailers less 20 per cent.

The following paragraph is added to Circular No. 841-C under the heading " General ".

Where manufacturers sell charged, carbonated, or aerated water in cylinders or other receptacles to soda fountains and other unlicensed customers, the Department holds the excise tax of 25% to apply on the charge made by the manufacturer to such customers.

TRANSFERS TO DISTRIBUTING OR SELLING UNITS:

Where manufacturers and distributing, delivery or selling organizations are inter-related, associated or affiliated concerns, or where one is subsidiary to the other, the price at which the goods are sold by either of them to bona fide independent purchasers in the ordinary course of business shall be the value upon which the taxes are payable, and lower prices which may be agreed upon between the manufacturer and the distributing, delivery or selling organization will not be accepted for tax purposes.

GENERAL:

In all cases where sales tax and/or excise tax is charged as a separate item on the invoices to customers, irrespective of their status, the amount so charged must be paid to the Department without deduction.

Manufacturers or bottlers of carbonated beverages, aerated waters and all other compounded or mixed soft drinks put up in bottle for sale will be required to obtain a manufacturer's excise licence, the fee for which is $2 per annum. By use of this licence and the required certificate, the manufacturer or bottler may obtain his supplies of carbonic acid gas to manufacture his taxable beverages, free from excise tax.

Licensed manufacturers or bottlers, who had on hand at the commencement of business on May 23, 1941, either in cylinders or in bottled drinks, a stock of carbonic acid gas on which the excise tax had been paid, will be permitted to calculate the amount of the excise tax paid on such stock and to take credit therefor by deduction from accruing excise tax returns. Evidence in support of the deduction will require to be kept on file by the manufacturer or bottler until examined by the proper Officers of the Department.

Sales of the above-mentioned products to naval, military, air force or other canteens, army camps, or units of the armed forces, are properly subject to sales and excise taxes.

This Circular supersedes and cancels Circular No. 792-C, dated August 20, 1937, in so far as it relates to carbonated and non-carbonated beverages commonly or commercially known as soft drinks.

CANADA'S EXTERNAL TRADE IN JUNE

Canada had a favourable balance of trade in June to the extent of $31,898,663 as compared with a favourable balance in May of $34,566,669 and $20,916,821 in June last year. Duties collected during the month totalled $11,696,602 compared with $12,520,481 in May and $12,106,300 in June a year ago.

Domestic exports in June were valued at $145,358,592 compared with $161,639,089 in the previous month and $110,823,041 in June, 1940; imports were worth $114,923,715 compared with $128,095,970 the month before and $90,704,835 last year, while foreign exports totalled $1,463,786 as against $1,023,550 in May and $798,615 in June, 1940.

RECORD GYPSUM PRODUCTION

Gypsum production in Canada set an all-time record in 1940 when the output amounted to 1,448,788 tons valued at $2,065,933 as compared with 1,421,934 tons valued at $1,935,127 in 1939, the previous record year.

Canada probably ranked third among the world's gypsum producers in 1940. The Dominion has extensive deposits of high-grade gypsum, favourably situated for commercial exploitation. Nova Scotia is the largest producer, and is followed by Ontario, New Brunswick, Manitoba, and British Columbia. The materials produced in Canada are the hydrous calcium sulphate, commonly known as gypsum, the partly dehydrated product known as plaster of paris, or wall plaster, and the anhydrous calcium sulphate known as anhydrite.

The use of gypsum products in the building trades has made rapid progress in recent years because of their lightness, durability, fire-resisting, insulating, and acoustic properties. Tiles, wallboards, blocks and special insulating and acoustic plasters have been developed. The larger portion of the crude gypsum quarried in Canada is shipped to the United States for the manufacture of gypsum products, and industrial conditions in that country will continue to have an important bearing on the industry.

GOLD PRODUCTION

Gold production in Canada during the first two months of the current year amounted to 846,989 ounces valued at $32,609,076 compared with 829,746 ounces valued at $31,945.221 in the corresponding period a year ago.

Canadian gold production during the first quarter of 1941 amounted to 1,293,518 ounces compared with 1,261,535 ounces in the first three months of 1940.

Production of gold in the Northwest Territories during March, 1941, amounted to 5,099 ounces as against 3,939 ounces in March, 1940.

SUGAR PRODUCTION

The production of all kinds of sugar in Canada in 1940 amounted to 1,156,807,190 pounds, of which 943,204,679 pounds were made from cane sugar and 213,602,511 pounds from beets. Compared with 1939 the production of beet sugar increased by 44,282,168 pounds mainly through the opening of a new sugar producing plant in Manitoba, and cane sugar declined by 44,061,812 pounds. Granulated sugar comprised over 86 per cent of the total sugar produced. At present, the percentage of beet sugar to the total produced stands at 18·5 the highest since the inception of the annual census of manufactures in 1917.

The refineries operating in Canada in 1940 were as follows: Nova Scotia, 1; New Brunswick, 1; Quebec, 2; Ontario, 3; Manitoba, 1; Alberta, 2; and British Columbia, 1. These eleven refineries in 1940 reported a capital investment of $42,966,073 and a gross value of production of $57,274,122.

FISHERIES OF BRITISH COLUMBIA

The value of the fisheries production of British Columbia in 1940 recorded an advance of four million dollars over the value shown in the preceding year. The value was $21,710,167 as compared with $17,698,989. The salmon fishery of British Columbia, which is the most important fishery in the Dominion, had a production value of $13,757,091, an increase over the preceding year of $762,279. Herring, second on the list of British Columbia's chief commercial fishes, had a value of $4,426,390, an increase of $2,227,478 or 101 per cent.

The Canadian output of crude petroleum and natural gasoline during the first two months of 1941 totalled 1,539,965 barrels as against 1,142,445 barrels in the first two months of 1940.

Retail sales of gasoline in Canada during 1940 totalled 883,273,000 gallons compared with 807,666,000 gallons in 1939.

PROCESSED CHEESE OUTPUT

The production of processed cheese in Canada continues to increase and in 1940 amounted to 16,914,252 pounds valued at $3,943,106 compared with 15,567,067 valued at $3,478,037 in 1939. This product is made from Canadian Cheddar cheese, the process consisting of grinding the cheese, heating it in a jacketed container with agitation and filling it into the proper receptacles.

MAPLE PRODUCTS IN 1941

The output of maple products in Canada during the 1941 season was 26·5 per cent less than production in the previous year. The total production of maple sugar and syrup in terms of syrup is estimated at 2,276,400 gallons as compared with 3,099,000 in 1940. The farm production of maple sugar amounted to 10 per cent of the total crop as compared with 11 per cent in 1940.

Prices paid to producers for the 1941 crop averaged 20 per cent per gallon higher for maple syrup and 2·5 cents per pound more for maple sugar than in the previous year. However, the combined production of maple sugar and syrup in 1941, valued at $3,561,200 as compared with $4,209,300 in 1940, shows a decrease of $648,100 or 15 per cent.

PRODUCTION OF LEATHER FOOTWEAR

The June, 1941, production of leather footwear totalled 2,781,325 pairs compared with 2,843,157 in the previous month and 1,750,984 in the corresponding month last year. The gain over June, 1940, was 59 per cent. Total output during the first six months of 1941 advanced to 14,956,922 pairs from 12,725,941 in the corresponding period of 1940, an increase of 18 per cent.

Industrial employment in Canada reached an all-time high level at May 1, 1941, with 12,542 establishments reporting 1,450,542 persons at work as compared with 11,970 firms and 1,117,547 workers on May 1, 1940.

DOMESTIC EXPORTS IN JULY

Canada's domestic exports in July reached an all-time high monthly record, aggregating $169,691,600 compared with $100,782,062 in the corresponding month last year, a gain of 68·3 per cent. During the seven months ended July domestic exports totalled $882,058,432 as compared with $648,921,294 in the like period of 1940. Foreign exports in July totalled $1,216.283 compared with $681,111 in July, 1940, while the total for the first seven months of 1941 was $9,162,758 compared with $6,252,908 a year ago.

Certain leading domestic exports were as follows in July, with 1940 figures in brackets: wheat. $16.284,165 ($10.072.905); wheat flour, $7,740,306 ($1,250,957); fish, $2,451,464 ($2.321,018); furs, $1,726,029 ($766,312); meats, $6.263.778 ($4,360,540); cheese, $3.224.648 ($2.669.635); planks and boards, $7.093,817 ($6,643.615); wood pulp, $7.901,704 ($6.099.340); newsprint, $14,452,796 ($15.221.529); automobiles and parts, $22,337,868 ($5.274.505).

Leading exports during the seven months of 1941 follow, 1940 figures being in brackets: wheat. $99.011,655 ($70,995,148); wheat flour. $28.177,899 ($16,173,935); fish. $18,218.580 ($15.608,004); furs, $10.525,309 ($9.168.389); meats. $47.687,861 ($35.228,289); cheese. $4,820.791 ($6,006.322); planks and boards $36.043,022 ($32,193,575); wood pulp $46.202.658 ($32.668,491); newsprint, $83.630.127 ($83.780.962); automobiles and parts $87.427.535 ($24,384,805).

July domestic exports to the United Kingdom advanced to $70.216.000 from $41,654,000 in July last year, while the total for the seven months of this period increased to $387.726.000 from $289.625.000 in the like period of 1940. Exports to the United States were also higher in July. the total being $56.389.000 compared with $41,684.000 a year ago. while the total for the seven months of 1941 rose to $311,806.000 from $233,534,000 a year ago.

Exports to other leading countries in July were as follows, with 1940 figures in brackets: British South Africa. $3,776,000 ($5.785.000); British India with Burma $6.228.000 ($373,000); Straits Settlements, $1,880,000 ($407,000); British West Indies, $3,221,000 ($1,401,000); Newfoundland, $3,590,000 ($1,368,000); Australia, $4,076,000 ($2,805,000); Brazil, $1,029,000 ($334,000); Egypt, $11,816,000 ($3,000); China, $827,000 ($142,000); New Zealand, $704,000 ($389,000).

BACON EXPORT TO UNITED KINGDOM

Bacon and hams exported from Canada to Great Britain under terms of the 1940-41 Bacon Agreement during the first half of the contract period from November, 1940, to April 1941, totalled 219 million pounds as compared with 163 million pounds for the corresponding period of the 1939-40 agreement.

RAW AND REFINED SUGAR

The stocks of raw sugar in Canadian refineries on July 12 totalled 125,581,868 pounds compared with 87,060,187 on the corresponding date last year. Refined sugar, both cane and beet, amounted to 163,974,061 pounds in comparison with 131,538,418 a year ago.

UNMANUFACTURED TOBACCO

Stocks of unmanufactured tobacco on hand at the end of June this year amounted to 123.808,338 pounds compared with 117,213,986 on the corresponding date last year. The amount of Canadian tobacco on hand this year was 120,771,361 pounds, the balance of 3,036,977 being imported tobacco.

CHEESE, BUTTER OUTPUT

Factory cheese produced in Canada from January to July, 1941, increased 2·4 per cent compared with the output in the corresponding seven months in 1940, the figures being 74.881,325 pounds in 1941 against 73,147,458 in 1940. Butter also showed an increase, 166,000,240 pounds having been produced in the first seven months of 1941 compared with 153,907,942 pounds in 1940, an increase of 7·9 per cent.

NEWS AND COMMENT

OTTAWA: Departmental friends of A. C. McFee, Dominion Inspector of Excise, met in the office of Mr. Sim, Commissioner of Excise on Saturday, August 9, to bid him farewell. These included the chiefs of branches of the Customs and Excise divisions and a number of other officers at Ottawa, together with Inspectors of Excise from Montreal, Toronto and Winnipeg. Representatives from the port of Montreal were also present. Mr. McFee is retiring on superannuation after more than 45 years of service.

Mr. Sim, after expressing regret that the Minister, Honourable Colin Gibson, was unable to attend, made reference to the service sheet of Mr. McFee which showed steady progress from the time he entered the service in 1896 until the present day.

In respect to the long service of Mr. McFee, Mr. Sim stated that the highest compliment he could pay him was the fact that his fair dealings with the public were such as to make him eligible to succeed the late William Caven who was much respected in the service. Letters expressing the good wishes of a number of Customs-Excise officers throughout the Dominion were read.

L. F. Jackson, Assistant Commissioner of Customs, also spoke on behalf of that division. Some reminiscences of earlier days at Belleville and other places were recounted to the amusement of all.

Mr. McFee was presented on behalf of those present, and of several Collectors and senior officers of Excise throughout the Dominion, with a gold wrist watch, a portable radio set and victory bonds to the amount of $150. A silver tray was included for Mrs. McFee.

Mr. McFee expressed his thanks for the many expressions of goodwill. He plans to take up residence in Toronto, and carries with him the good wishes of his many friends in the Department.

OTTAWA: On August 1, male members of the staff of the Income Tax Division, Head Office, held a golf tournament at the Rivermead Golf Club. Thirty-three members took part in a keen competition. The following were the prize winners: low net 18 holes, B. Calver, 2nd low net 18 holes, H. M. Milburn; low net 1st nine holes, N. Johnson, 2nd low net 1st nine holes, R. M. Baird; low net 2nd nine holes, K. Reid, and second low net 2nd nine holes, W. S. Stone. Lucky draw prizes were won by: D. Pearson, S. Quigg, J. Harmer, J. McCay, J. Hayes, R. Swift; high gross P. Otterdahl.

After the game about forty people had dinner at the Club. C. F. Elliott, Commissioner of Income Tax, acted as chairman and gave an interesting address.

The following served as a committee: R. A. Lefebvre, R. M. Baird, W. O. Simpson, K. Reid, and R. Pentland.

SHERBROOKE, QUE.: An all-time high in Customs-Excise revenue for this port was reached in the month of July when collections totalled $259,835. This compares with $173,237 collected during July, 1940, and $105,076 during July, 1939. For the first four months of this fiscal year revenue amounted to $965,858 as against $572,701 for the corresponding months of 1940-41 and $396,986 for the same period of 1939-40. Excise taxes provided the bulk of the receipts, bringing in $202,588 during July this year, $129,060 in July, 1940, and $72,682 in July, 1939. Customs duties, the other major source of revenue, produced $56,525 in July this year, $44,145 a year ago and $32,205 in July, 1939.

SARNIA, ONT.: Vehicles of all kinds, inwards and outwards, handled at the Canadian end of the Blue Water international bridge connecting Sarnia and Point Edward, Ontario, with Port Huron, Michigan, during the first four months of this fiscal year, numbered 117,297, a daily average of 961. United States cars entered under travellers' vehicle permits numbered 30,641, those entered for stays of 48 hours or less 20,387. Other vehicles totalled 4,198. Canadian cars cleared inwards during the four months period numbered 2,590, other Canadian vehicles 459. The total number of passengers entered was 50,788.

WINDSOR, ONT.: Automobiles reported inward through the port of Windsor during the month of July numbered 132,746 compared with 83,306 reported inward during

July, 1940. Automobiles outward numbered 128,340 compared with 81,817. Further comparative traffic totals for the month were: travellers' vehicle permits issued 44,992 (30,128), registration cards received 56,114 (18,782), trucks inward 3,547 (3,113), outward 4,212 (3,379), buses inward 379 (nil), outward 385 (nil), passengers inward 516,110 (307,650), outward 504,404 (307,547).

Walkerville, Ont.: During the first four months of this fiscal year, April-July, Customs-Excise collections at the port of Walkerville, totalled $9,456,281 as against $5,287,133 collected during the corresponding period of 1940-41, an increase of $4,169,148. Entries numbered 37,781 compared with 31,589, an increase of 6,192.

Hamilton, Ont.: Customs-Excise revenue collected at the port of Hamilton, Ont., during July amounted to $3,084,694, made up as follows: Excise taxes (domestic), $1,297,489, war exchange tax $575,315, Excise duty $561,078, import duty $510,010, sales tax on imports $108,869, Excise tax on imports $31,510, sundry collections $423.

Toronto: Business transacted at the Customs postal and express branches, Toronto, during July last showing comparison with July, 1940, was as follows: postal—collections $82,308, increase $4,048, packages received 26,517, decrease 7,170, packages delivered 25,772, decrease 6,091, entries 2,602, decrease 302; express—collections $273,319, increase $43,264, packages received 14,531, decrease 703, entries 4,059, increase 498.

Montreal: Revenue collected at the Customs express branch, Montreal, during July amounted to $374,024, an increase of $161,567 compared with July, 1940. Gains were made, also at all other points, in both the express and postal branches. Packages received at the express branch numbered 13,532, increase 167; entries 3,284, increase 978. Collections at the postal branch totalled $89,186, an increase of $4,754, while the number of parcels received was 21,069, increase 635, parcels cleared 20,467, increase 644, entries 2,031, increase 263.

Niagara Falls: United States automobiles entered through the port of Niagara Falls between the dates of April 1 and August 15, 1941, numbered 281,351. This compares with a total of 229,024 entered during the corresponding period last year, an increase of 52,327. United States cars reported outward for the respective periods numbered 269,241 and 224,146, a difference of 45,095. Passengers inwards totalled 977,304 compared with 1,109,819, outwards 931,384 compared with 1,098,413. Cars entered under travellers' vehicle permits numbered 91,484 as against 58,317, while cars entered for stays of 48 hours or less numbered 184,499 as against 169,912.

JUST AMONG OURSELVES

AUGUST-SEPTEMBER

ADDITIONS

Nova Scotia

Halifax: F. G. Allen, Clerk, Grade 1.

Quebec

Granby: J. G. Bienvenue, Customs Excise Examiner.

Montreal: M. J. S. Boisvenue, Clerk, Grade 1; Pius McDonald, Clerk, Grade 1; M. C. L. Ringuet, Clerk, Grade 1.

Sherbrooke (Comins Mills): Wilfrid P. Senay, Customs Excise Examiner (Grade 1 Outport).

Ontario

Hamilton: D. P. Cameron, Stenographer, Grade 1; H. J. Kipling, Clerk, Grade 1.

Administrative

Fay Belzberg, Clerk, Grade 1; G. E. Claxton, Clerk, Grade 1 (with knowledge of typing); J. R. Halliday, Clerk, Grade 1; C. R. Jenkinson, Clerk, Grade 1; A. A. P. McArthur, Stenographer, Gr. 1; V. E. Marshall, Stenographer, Grade 2; K. E. Sonleitner, Clerk, Grade 1 (with typing ability); W. B. Turnbull, Clerk, Grade 2; J. G. Whitworth, Clerk, Grade 2; Grace Wong, Clerk, Grade 1.

Audit

Ontario

Kitchener: F. W. Schneider, Excise Tax Auditor, Grade 2.

TORONTO: T. G. Belch, Excise Tax Auditor, Grade 1; R. N. Cunningham, Excise Tax Auditor, Grade 2; E. B. Smith, Excise Tax Auditor, Grade 2.

MANITOBA

WINNIPEG: F. E. Gabriel, Excise Tax Auditor, Grade 2; J. C. Wirth, Excise Tax Auditor, Grade 2.

BRITISH COLUMBIA

VANCOUVER: H. C. W. Moffitt, Excise Tax Auditor, Grade 2.

DEDUCTIONS

QUEBEC

MONTREAL: J. J. Hogan, Customs Excise Clerk (Retired); L. N. Gariepy, Special Exciseman, Grade 1 (Retired); Alexander Sauve, Customs Excise Examiner (Retired).

ROCK ISLAND: D. Sinclair, Customs Excise Examiner (Retired).

ONTARIO

BRANTFORD: P. L. W. Farnsworth, Customs Excise Cashier (Retired).

HAMILTON: M. W. Angle, Customs Appraiser, Grade 3 (Retired).

NIAGARA FALLS: F. W. Breckon, Customs Excise Examiner (Retired).

OTTAWA: J. E. Maubach, Clerk, Grade 1 (Resigned).

TORONTO: A. W. Brown, Customs Excise Examiner (Retired).

WINDSOR: P. Crawford, Senior Customs Excise Examiner (Retired); C. J. Morrice, Customs Excise Examiner (Deceased).

MANITOBA

WINNIPEG: Harry Chambers, Customs Excise Examiner (Retired).

SASKATCHEWAN

MOOSE JAW (Swift Current): A. T. Titcomb, Sub-Collector of Customs and Excise, Grade 2 Outport (Retired).

ADMINISTRATIVE

R. G. Gillham, Office Boy (Resigned); R. E. Latimer, Office Boy (Resigned); D. K. McDiarmid, Clerk, Grade 1 (Re-assigned to another Dept.); W. D. Mason, Office Boy (Resigned); H. L. C. Pratt, Office Boy (Resigned); Alex. Wilkie, Office Boy (Resigned); M. J. Wismer, Stenographer, Grade 1 (Resigned).

INVESTIGATION—DRAWBACKS

MANITOBA

WINNIPEG: J. M. Robertson, Stenographer, Grade 2 (Resigned).

AUDIT

NOVA SCOTIA

HALIFAX: A. G. Forster, Excise Tax Auditor, Grade 2 (Retired).

QUEBEC

MONTREAL: F. A. Doughty, Excise Tax Auditor, Grade 4 (Deceased); A. W. Morrison, Excise Tax Auditor, Grade 2 (Resigned).

MANITOBA

WINNIPEG: D. P. Christie, Excise Tax Auditor, Grade 2 (Retired).

PROMOTIONS

NOVA SCOTIA

HALIFAX: G. D. MacLachlan, from Customs Excise Clerk to Customs Excise Account Clerk, Grade 5 Port.

QUEBEC

ROCK ISLAND: J. P. A. Fluet, from Customs Excise Examiner (Seasonal), to Customs Excise Examiner.

ONTARIO

BRANTFORD: G. E. Stephenson, from Express and Postal Computing Clerk to Customs Excise Cashier.

HAMILTON: B. D. Burt, from Clerk, Grade 1 to Customs Truckman; S. J. McKelvey, from Customs Appraiser, Grade 1, to Customs Appraiser, Grade 3.

TORONTO: F. S. Belton, from Senior Customs Excise Clerk to Principal Clerk; L. D. Flaxman, from Express and Postal Computing Clerk to Computing Clerk; J. McKenzie, from Express and Postal Computing Clerk to Computing Clerk; W. S. Matthew, from Customs Express and Postal Cashier to Computing Clerk.

ADMINISTRATIVE

S. H. Abdallah, from Clerk, Grade 1, to Clerk, Grade 2; J. A. Brackenridge, from Clerk, Grade 1, to Clerk, Grade 2; A. B. Hellard, from Office Boy to Clerk, Grade 1; R. G. Hussey, from Office Boy to Clerk, Grade 1.

PROMOTIONS AND TRANSFERS

QUEBEC

J. N. A. Boucher, from Customs Excise Examiner, Montreal, to Sub-Collector of Customs and Excise, Grade 1 Outport, Montreal (St. Jerome).

INVESTIGATION—DRAWBACKS

P. P. Last, from Customs Excise Clerk, London, Ont., to Investigator of Drawback Claims, Grade 1, Winnipeg, Man.

TRANSFERS

INVESTIGATION—VALUES

R. A. Burdett, from Investigator of Values, London, Eng., to Investigator of Values, Ottawa.

AUDIT

R. G. Paterson, from Excise Tax Auditor, Grade 2, Calgary, Alta., to Excise Tax Auditor, Grade 2, Winnipeg, Man.

COMPARATIVE STATEMENT OF CUSTOMS AND EXCISE REVENUE RECEIVED DURING THE MONTH OF AUGUST 1940 AND 1941

—	1940	1941	Increase	Decrease
	$ c.	$ c.	$ c.	$ c.
Customs Duties	11,226,623 06	13,261,822 19		
Less Refunds and Drawbacks	979,744 41	1,527,045 20		
Net	10,246,878 65	11,734,776 99	1,487,898 34	....
Excise Taxes	24,197,993 07	41,003,518 74		
Less Refunds and Drawbacks	245,592 91	620,967 48		
Net	23,952,400 16	40,382,551 26	16,430,151 10	....
Excise Duties	7,424,214 98	10,104,405 16		
Less Refunds and Drawbacks	93,659,21	102,184 50		
Net	7,330,555 77	10,002,220 66	2,671,664 89	....
Sundry Collections	45,833 80	51,191 93		
Less Refunds	252 75	15 75		
Net	45,581 05	51,176 18	5,595 13	....
Net Totals	41,575,415 63	62,170,725 09	20,595,309 46	....
Net Increase	....	....	20,595,309 46	....

TOTALS FOR FIVE MONTHS

—	1940-41	1941-42	Increase	Decrease
	$ c.	$ c.	$ c.	$ c.
Customs Duties	56,694,943 95	61,627,393 37		
Less Refunds and Drawbacks	5,151,651 95	8,091,321 60		
Net	51,543,292 00	53,536,071 77	1,992,779 77	....
Excise Taxes	89,825,948 09	165,149,083 82		
Less Refunds and Drawbacks	1,462,292 64	3,282,336 05		
Net	88,363,655 45	161,866,747 77	73,503,092 32	....
Excise Duties	36,187,617 89	42,860,090 39		
Less Refunds and Drawbacks	359,961 51	533,085 50		
Net	35,827,656 38	42,327,004 89	6,499,348 51	....
Sundry Collections	253,439 32	291,310 46		
Less Refunds	434 07	49 95		
Net	253,005 25	291,260 51	38,255 26	....
Net Totals	175,987,609 08	258,021,084 94	82,033,475 86	....
Net Increase	....	....	82,033,475 86	....

COMPARATIVE STATEMENT OF INCOME TAX REVENUE RECEIVED DURING THE MONTH OF AUGUST 1940 AND AUGUST 1941

—	August 1940	August 1941	Increase	Decrease
	$ c.	$ c.	$ c.	$ c.
Net Collections	8,221,758 62	38,229,280 70	30,007,522 08	....

TOTALS FOR FIVE MONTHS

—	1940–41	1941–42	Increase	Decrease
	$ c.	$ c.	$ c.	$ c.
Net Collections	132,028,048 59	306,807,356 44	174,779,307 85	....

INCOME TAX COLLECTIONS BY DISTRICTS

Comparative statement of net collections by districts received during the months April to August inclusive of the fiscal years 1940-41 and 1941-42. (Decrease marked*).

Districts	1940-41	1941–42	Increase or Decrease
	$ cts.	$ cts.	$ cts.
Charlottetown	514,172 28	424,493 32	* 89,678 96
Halifax	2,397,235 33	7,746,463 33	5,349,228 00
Saint John	1,422,959 95	4,207,241 09	2,784,281 14
Quebec	1,628,370 59	4,850,855 13	3,222,484 54
Montreal	36,301,377 81	86,225,436 14	49,924,058 33
Ottawa	6,954,714 49	18,179,922 51	11,225,208 02
Kingston	308,333 44	1,009,735 47	701,402 03
Belleville	746,163 34	1,885,357 64	1,139,194 30
Toronto	44,450,926 53	87,538,200 05	43,087,273 52
Hamilton	9,260,722 37	25,649,487 22	16,388,764 85
London	10,326,174 05	22,011,711 97	11,685,537 92
Fort William	560,573 34	2,172,875 52	1,612,302 18
Winnipeg	3,897,136 89	11,557,534 04	7,660,397 15
Regina	398,803 16	1,483,723 11	1,084,919 95
Saskatoon	264,967 78	999,058 96	734,091 18
Calgary	1,861,305,28	4,134,928 87	2,273,623 59
Edmonton	629,570 51	1,805,098 52	1,175,528 01
Vancouver	9,957,583 86	24,732,362 25	14,774,778 39
Yukon	146,957 59	192,871 30	45,913 71
Total	132,028,048 59	306,807,356 44	174,779,307 85

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